

STARK COUNTY AREA TRANSPORTATION STUDY

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2016 - 2019

STARK COUNTY, OHIO

Final
April 2015

Prepared by

Stark County Area Transportation Study
201 Third Street NE, Suite 201
Canton, Ohio 44702

The contents of this document represent cooperative efforts involving the following agencies: US Department of Transportation, Ohio Department of Transportation, Stark County Area Transportation Study, and the Stark Area Regional Transit Authority. Funding for the preparation of this document was provided by the US Department of Transportation Federal Highway Administration and Federal Transportation Administration, the Ohio Department of Transportation, Stark County, and the cities of Alliance, Canal Fulton, Canton, Louisville, Massillon, and North Canton.

TABLE OF CONTENTS

SECTION I - INTRODUCTION	1
TIP DEVELOPMENT	1
SCATS FUNDING POLICIES	15
PUBLIC INVOLVEMENT	17
SECTION II - FY 2016-2019 TIP HIGHWAY PROJECTS	19
ANNUAL LISTING OF OBLIGATED PROJECTS	20
STATEWIDE LINE ITEMS	25
SCATS HIGHWAY PROJECTS	28
SECTION III - FY 2016-2019 TRANSIT PROJECTS	56
ANNUAL LISTING OF OBLIGATED TRANSIT PROJECTS	57
SARTA TRANSIT PROJECTS	62
SECTION IV - FINANCIAL ANALYSIS	69
FISCAL CONSTRAINT	69
APPENDIX A - ENVIRONMENTAL JUSTICE	A-1
ENVIRONMENTAL JUSTICE ASSESSMENT	A-1
IMPACT ANALYSIS	A-4
APPENDIX B - AIR QUALITY	B-1
AIR QUALITY ANALYSIS	B-2
INTERAGENCY CONSULTATION	B-13

I. INTRODUCTION

The Transportation Improvement Program or TIP is the schedule of transportation improvements recommended for implementation within the next four years. It is a product of the transportation planning process. In Ohio, the TIP is a biennial document generally adopted every 2 years to coincide with the Ohio biennium budget.

TIP Development

The TIP is developed from both the short and long range planning processes. Major projects generally originate from the SCATS Long-range Transportation Plan. This plan recommends the location and type of improvements to meet future traffic demands. Most other projects come from transportation management systems. These systems analyze conditions on the existing system and identify projects maintain an acceptable condition or to bring the system up to standards. SCATS is not a project implementer. All projects in the TIP must have a project sponsor who initiates the project and applies for funding.

Project selection depends on the types of projects and source of funding. ODOT selects Major New Capacity projects through the Transportation Review Advisory Council (TRAC). The TRAC committee ranks proposed projects based on objective criteria. ODOT has other selection criteria for safety, transportation enhancement and local bridge projects. These projects are funded through the appropriate ODOT office in Columbus.

Each ODOT District has a budget for bridge and roadway projects. The districts develop a work program to determine how to manage these funds. Bridge, capacity, pavement and safety management systems help the district determine the type and priority of projects. The district then submits a program of projects to fit available funding and satisfy other criteria.

The County Engineers Association has an allocation of STP funds for projects on the county highway system. It funds projects submitted by the individual county engineers.

SARTA is allocated federal transit funds by formula to fund capital projects with other FTA funds being made available on a competitive basis. SARTA also periodically receives state funds on a competitive basis.

To develop the TIP, SCATS meets with the appropriate officials from the municipalities, county, state and the Stark Area Regional Transit Authority to update the previous TIP to reflect the status of each project. As new funds become available and communities develop programs, projects are submitted to SCATS for consideration.

The SCATS Policy Committee selects projects for funding using the SCATS allocation of STP and Transportation Alternatives funds. The SCATS Policy Committee has developed a project selection process to select and prioritize projects.

The process rates STP projects using the following criteria:

Priority should go to those projects

Economic Development		(subjective) Up to 10 Points	
10	Projects that encourage Industrial/Mfg. Development		
5	Projects that encourage Commercial/Service Development		
3	Projects that encourage Retail Development		
<hr/>			
Financial Factors		Up to 10 points	
10	Projects with 50% or greater matching funds		
5	Projects with 40% to 49% matching funds		
3	Projects with 30% to 39% matching funds		
0	Projects with less than 30% matching funds		
<hr/>			
System Planning		Up to 10 points	
5	Corridor Completion		
	Up to 5 points for projects which complete corridors or close gaps		
	Examples Include Bottleneck eliminators		
5	Continuity		
	Up to 5 points for projects which connect roads or eliminate jogs		
5	Included in SCATS Long Range Plan		
5	Multi-Modal Project		
<hr/>			
Safety/Engineering Factors		Up to 20 points	
	Safety - up to 20 points for projects which specifically improve safety problems		
	Intersections		
20	Top 10 SCATS Crash location		
15	11-20 Crash location		
10	21-40 Crash location		
5	Minimum Hazard Rating of 5		
	Road Segments		
10	Hazard Reduction		
5	L & D Geometric Improvement		
	Bridges		
15	Sufficiency Rating < 40		
10	Sufficiency Rating 40-50		
5	Sufficiency Rating 50-60		
<hr/>			
Traffic Factors		Up to 20 points	
		Existing Congestion	
20	if ADT is > 20,000		
15	if ADT is > 15,000	5	points if V/C >1.2
10	if ADT is > 10,000	3	points if V/C > 1.0
5	if ADT is > 5,000		
3	if ADT is > 3,000		
1	if ADT is less than 3,000		
<hr/>			
Readiness		Up to 15 points for projects which can be constructed first	

15	Stage 2 Plans Complete or Ability to Contract
10	Stage 1 Plans Complete
5	Preliminary Plans, HSP, or Traffic Studies

System Preservation

Up to 15 points

Up to 15 points for projects which maintain the existing system as opposed to expansion

	5	Resurfacing
	15	Roadway/intersection reconstruction
Replacement	Rehabilitation	
10	5	Signals
15	10	Bridges
		Multimodal
10	5	facilities
		Bus Replacement
15		*

Each project is scored and projects ranked for funding. The project rank is not the only determinant for programming projects. Other factors considered in programming include the length of time required for the preliminary engineering and right-of-way acquisition phases and the availability of funds by funding category. Finally, SCATS must consider the priority rating the implementing agency assigns to the project.

SCATS Transportation Alternatives Project Priority Rating System

Due to their nature, a separate project selection priority system is used for the Transportation Alternatives (TA) program projects. Note: SCATS Policy Committee funding policy is to only fund construction and right-of-way acquisition. Projects with approved plans/designs will score higher in the funding commitment and project quality & viability categories.

The following types of programs qualify for TA funds and will be reviewed under criteria listed in the following categories:

1. Category 1: Bicycle and Pedestrian Projects:

- a. Construction and right-of-way purchase of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990,

- b. Construction and right-of-way purchase of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs,
- c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

2. Category 2: Scenic and Environmental

- a. Construction of turnouts, overlooks, and viewing areas,
- b. Inventory, control, or removal of outdoor advertising,
- c. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control,
- d. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b) (11), 328(a), and 329 of title 23,
- e. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

3. Category 3. Historic and Archeological

- a. Historic preservation and rehabilitation of historic transportation facilities.
- b. Archaeological activities relating to impacts from implementation of transportation projects eligible under title 23.

Upon receipt of the application from the sponsor, the SCATS staff conducts an evaluation using the following criteria:

Common Criteria

Project Delivery

Sponsors past performance on the delivery of ODOT projects, OPWC projects, or other state-funded projects. The maximum total point value is 15.

15	Project completed in a timely and professional manner with no problems
8	Project completed but with some problems

0	No project delivery experience
-5	Major problems or unsatisfactory performance

Cost Estimates

Determination as to reasonableness and detail of cost estimates. The maximum total point value is 5.

5	Cost estimates are reasonable and have sufficient detail
3	Cost estimates are moderately high or low and have sufficient detail
-5	Cost estimates are not reasonable and/or have insufficient detail, and/or contain ineligible costs

Funding Commitment

Available funding for preliminary engineering, design and the local share of construction. The maximum total point value is 10.

10	Resolution/ordinance with identified available and accessible local share
0	No resolution/ordinance, or document does not contain required information
-5	Reviewers knowledge of financial difficulty/hardship

Project Quality and Viability

Extent of project's strengths, weaknesses, and readiness; and show of public support. The maximum total point value is 20.

Project Strengths/Weaknesses/Readiness	
10	Project has no obstacles
5	Project has minor obstacles
0	Project has major obstacles

Demonstration of public awareness	
5	Sponsor has used various methods to inform public of project (e.g. news articles, website, support letters, part of local or regional plan) and virtually no known public opposition
3	Sponsor has made some effort to inform public and minimal

	opposition
0	Minimal awareness and/or some well documented opposition

Operation and Maintenance Capabilities	
5	Sponsor has shown strong ongoing maintenance commitment as evidenced by other projects, park facilities, staff knowledge, etc.
0	Sponsor is committed to maintaining the project but there are some potential issues with maintenance
-5	Maintenance commitment has not been made and/or clear evidence of lack of maintenance on other facilities, parks, projects, etc.

Category I - Bicycle and Pedestrian Projects

Relationship to Transportation System

Need(s) the proposed project will address. The maximum total point value is 25.

10 5	Included in the SCATS bicycle plan OR Included in an adopted local bicycle or pedestrian plan
10 5	Completion of a missing link on a state or countywide wide facility OR Completion of a missing link on a local facility, or extension to existing trail
3	Provides new access to major destinations such as schools, shops, transit facilities, park and ride lots and other major community facilities
2	Enhances existing facility (e.g. benches, lighting, etc.)

Project Usage

Estimated user base within a logical distance from the project. The user base is a factor of census and employment data. A three-mile area is used for bicycle projects and a one-mile area is used for pedestrian projects. The maximum total point value is 10.

10	> 20,000
8	15,001 to 20,000
6	10,001 to 15,000
4	5,000 to 10,000
2	< 5,000

Project Characteristics

Degree to which the project addresses existing or future safety problems for bicyclists and/or pedestrians along the existing corridor. The maximum total point value is 15.

Legal Speed Limit 0-5	5	> 50 MPH
	4	40 to 50 MPH
	3	30 to 40 MPH
	1	<30 MPH
	0	No alternative roadway

Conflict Factor 0-10	4	Provide safe crossing at railroads, roadways or rivers
	4	Provide safe accommodation for bicyclists and/or pedestrians parallel to railroads, freeways or rivers
	1	Eliminates one or more intersections
	1	Eliminates ten or more driveways

Category II - Scenic and Environmental

Estimated user base within a logical distance from the project. The user base is a factor of census and employment data for individuals within a one-mile area surrounding the project. An alternative user base is the number of vehicles that pass the location on a daily basis (ADT). The maximum total point value is 15.

Residents & Workers		OR	Vehicles	
5	<5,000		5	<20,000
10	5,000 to 20,000		10	20,000 to 50,000
15	>20,000		15	>50,000

Project Characteristics

Degree of the project's environmental and visual impact. The maximum total point value is 35.

15	The project will: remove an existing visual blighting influence; will substantially enhance the visual environment; will protect endangered and/or threatened species or provide protection in high collision areas between vehicles and wildlife; and/or will substantially improve water
----	--

	quality beyond existing requirements
10	The project is a good use of public dollars that can be quantified with short- and long-range economic and/or environmental benefits
4	The project creates a visual impact, and is unique to the area's identity
4	The project will save a site that has a major threat to be lost
2	The project is located within a historic district currently listed on the National Register of Historic Places

Category III - Historic and Archaeological

Project Usage

Estimated user base within a logical distance from the project. This is the approximate number of people who may have a direct benefit from the proposed project on an annual basis (e.g. the number of visitors to the site or facility, or the number of vehicles driving past a site). The maximum total point value is 15.

15	>20,000
10	5,000 to 20,000
5	<5,000

Historical Importance

Extent that the project preserves a historically or archaeologically significant site. The maximum total point value is 15.

15	Site is a National Landmark
10	Site is on National Register
5	Site is eligible for inclusion on National Register

Historical Characteristics

Number of historic characteristics the project possesses. The maximum total point value is 20.

10	The site is representative of a significant period in Ohio history
10	The site involves the use of materials or techniques that are historically or archaeologically unique, or is one of only a few remaining examples of a

	once common structure/site in Ohio
10	The site was designed, constructed or occupied by a person of historic significance

Project Delivery

This measures **sponsors past performance on the delivery** of ODOT projects, OPWC projects, or other state-funded projects. The maximum total point value is 15.

15	Project completed in a timely and professional manner with no problems
8	Project completed but with some problems
0	No project delivery experience
-5	Major problems or unsatisfactory performance

Cost Estimates

This determines the **reasonableness and detail of cost estimates**. The maximum total point value is 5.

5	Cost estimates are reasonable and have sufficient detail
3	Cost estimates are moderately high or low and have sufficient detail
-5	Cost estimates are not reasonable and/or have insufficient detail, and/or contain ineligible costs

Funding Commitment

This measures **availability of funding** for preliminary engineering, design and the local share of construction. The maximum total point value is 10.

10	Resolution/ordinance with identified available and accessible local share
0	No resolution/ordinance, or document does not contain required information
-5	Reviewer's knowledge of financial difficulty/hardship

Project Quality and Viability

This measures the **extent of project's strengths or weaknesses**; show of **public support**; and **ability to be awarded** within two years of notice. The maximum total point value is 20.

Project Strengths/Weaknesses	
5	Project has no obstacles
3	Project has minor obstacles
-5	Project has major obstacles

Demonstration of public awareness	
5	Sponsor has used various methods to inform public of project (e.g. news articles, website, support letters, part of local or regional plan) and virtually no known public opposition

3	Sponsor has made some effort to inform public and minimal opposition
0	Minimal awareness and/or some well documented opposition

Ability to be awarded within two years from notice of funding	
5	Project can be awarded within two years from notice of funding
0	Project can not be awarded within two years from notice of funding

Operation and Maintenance Capabilities	
5	Sponsor has shown strong ongoing maintenance commitment as evidenced by other projects, park facilities, staff knowledge, etc.
0	Sponsor is committed to maintaining the project but there are some potential issues with maintenance
-5	Maintenance commitment has not been made and/or clear evidence of lack of maintenance on other facilities, parks, projects, etc.

Category I - Historic and Archaeological

Project Usage

This estimates the user base within a logical distance from the project. This is the approximate number of people who may have a direct benefit from the proposed project on an annual basis (e.g. the number of visitors to the site or facility, or the number of vehicles driving past a site). The maximum total point value is 15.

15	>20,000
10	5,000 to 20,000
5	<5,000

Historical Importance

Historical Importance represents the extent that the project preserves a historically or archaeologically significant site. **The maximum total point value is 15.**

15	Site is a National Landmark
10	Site is on National Register
5	Site is eligible for inclusion on National Register

OR New Transportation Museums

15	Construction of a new facility or wing to an existing facility (enhances existing facility)

10	Conversion of an existing facility, such as railroad stations or historic properties (stand-alone)
5	The purchase of artifacts or displays for the creation and operation of the facility.

Historical Characteristics

Number of historic characteristics the project possesses. The maximum total point value is 15.

5	The site is representative of a significant period in Ohio history
5	The site involves the use of materials or techniques that are historically or archaeologically unique, or is one of only a few remaining examples of a once common structure/site in Ohio
5	The site was designed, constructed or occupied by a person of historic significance

Category II - Scenic and Environmental

Estimated user base within a logical distance from the project. The user base is a factor of census and employment data for individuals within a one-mile area surrounding the project. An alternative user base is the number of vehicles that pass the location on a daily basis (ADT). **The maximum total point value is 15.**

Residents & Workers		OR	Vehicles	
5	<5,000		5	<20,000
10	5,000 to 20,000		10	20,000 to 50,000
15	>20,000		15	>50,000

Project Characteristics

This category represents the degree of the project's environmental and visual impact. The **maximum total point value is 35.**

15	The project will remove an existing visual blighting influence or will substantially enhance the visual environment
10	The project is a good use of public dollars that can be quantified with short- and long-range economic benefits
4	The project creates a visual impact, and is unique to the area's identity
4	The project will save a site that has a major threat to be lost
2	The project is located within a historic district currently listed on the National Register of Historic Places

Category III - Bicycle and Pedestrian Projects

Relationship to Transportation System

Need(s) the proposed project will address. The maximum total point value is 25.

10	Included in the SCATS bicycle plan OR
----	---

5	Included in an adopted local bicycle or pedestrian plan
10	Completion of a missing link on a state or countywide wide facility OR
5	Completion of a missing link on a local facility, or extension to existing trail
3	Provides new access to major destinations such as schools, shops, transit facilities, park and ride lots and other major community facilities
2	Enhances existing facility (e.g. benches, lighting, etc.)

Project Usage

Demonstrates **project usage** estimates user base within a logical distance from the project. The user base is a factor of census and employment data. A three-mile area is used for bicycle projects and a one-mile area is used for pedestrian projects. The maximum total point value is 10.

10	> 20,000
8	15,001 to 20,000
6	10,001 to 15,000
4	5,000 to 10,000
2	< 5,000

Project Characteristics

This is the Degree to which the project **addresses existing or future safety problems** for bicyclists and/or pedestrians along the existing corridor. The maximum total point value is 15.

Legal Speed Limit 0-5	5	> 50 MPH
	4	40 to 50 MPH
	3	30 to 40 MPH
	1	<30 MPH
	0	No alternative roadway

Conflict Factor 0-10	4	Provide safe crossing at railroads, roadways or rivers
	4	Provide safe accommodation for bicyclists and/or pedestrians parallel to railroads, freeways or rivers
	1	Eliminates one or more intersections
	1	Eliminates ten or more driveways

The SCATS Policy Committee makes the final decision on project funding. The committee is assisted by the SCATS Technical Advisory Committee that reviews the projects and staff rating in a work session to make funding recommendations to the Policy Committee. The ranking is a means to help the committee prioritize and rank projects. Other factors the Technical Advisory Committee determines to be relevant may be taken into consideration such as geographical

distribution and whether the project is stand alone or in conjunction with another planned project.

CMAQ Funding Policies

In November 2012, the Director of the Ohio Department of Transportation (ODOT) announced the creation of an Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program. The intent of the program is to more quickly advance eligible projects that improve air quality, reduce congestion, and eliminate delay/improve safety, in addition to utilizing statewide CMAQ funding in the year funds are allocated.

The Ohio Association of Regional Councils (OARC) Executive Directors established an Ohio Statewide Urban CMAQ Committee (OSUCC) charged with developing protocols for managing the program. The CMAQ Program provides approximately \$60 plus million annually; although this amount may vary for each application round. In concert with ODOT, Ohio's eight largest Metropolitan Planning Organizations (MPOs) with populations larger than 200,000 have collaboratively established a set of funding policy guidelines to be used in selecting and managing projects using federal CMAQ funding.

The solicitation process for projects will consist of two parts.

First, each of the eight large MPO will solicit projects from their area. Each MPO shall conduct the solicitation process in whatever manner that best meets their local circumstances.

Second, each MPO will then provide the OSUCC the application form for each project from their area, including the MPO ranking, and the project scoring table.

Following this solicitation the OSUCC will review the scoring provided by the MPO's. They may adjust project scores to ensure the scoring criterion was applied uniformly across all of the projects. This will lead to a listing of projects ranked by score.

The OSUCC will then review available CMAQ funding, ranked list of projects and develop a draft program of recommended projects to receive CMAQ funding. In developing the list OSUCC will to the best of its ability, match quality projects and available funding to optimize Ohio transportation investments.

The recommended program will be forwarded to the eight large MPO Executive Directors for their approval and submission to ODOT. Following that approval and ODOT concurrence, project sponsors will be notified and those selected for funding will be required to program their projects with ODOT.

PROJECT EVALUATION CRITERIA

Scoring Criteria for Ohio CMAQ Program

(Maximum Points =10)	1. Project Type	Regional rideshare/vanpool programs	10
		Congestion Reduction, Traffic Flow Improvements & ITS	10
		Transit Vehicle Replacement	8
		Freight/Intermodal including diesel engine retrofits	7
		Public Education and Outreach	6
		Transit Service Upgrades	5
		Pedestrian/Bicycle	4
		Alternative Fuels and Vehicles- Non transit	4
		Employer-based Programs	4
		Travel Demand Management	3
		Modal Subsidies and Vouchers	3
		Transit Facility Upgrades	2
		Other TCM's and Misc	2
(Maximum Points =15) *Sliding scale	2. Cost Effectiveness	High emissions reduced per dollar cost;	15
		Medium	*
		Low	*
(Maximum Points =15)	3. Other Benefits	Score up to 3 points for each additional project benefit	
		Improved safety	0 – 3
		Fixed Route Transit	0 – 3
		Bicycle/Pedestrian	0 – 3
		Improved freight movement	0 – 3
		Benefits environmental justice population	0 – 3
4. Existing Modal Level of Service (LOS)		F	15
		E	10
		D	4
		A – C	0
(Maximum Points =15)	5. Positive Impact on LOS	High impact	15
		Medium impact	10
		Low impact	3
		No impact	0
6. Status of Project		Construction plans complete	10
		Non construction activity ready for authorization	8
		ROW clear and complete	8

(Maximum Points =10)	Environmental document complete	6		
	Environmental document underway	2		
	Above 40%	5	Greater than \$2.0 m	5
7. Non-Federal Match	of >35 to 40%	4	\$1.0 m to \$2.0 m	4
	Requested CMAQ Funds >30 to 35%	3	>\$500,000 to \$1.0 m	3
	of the phase(s) cost >25 to 30%	2	\$150,000 to \$500,000	2
	>20 to 25%	1	\$50,000 to \$150,000	1
(Maximum Points =10)	Up to 20%	0	\$0 to \$50,000	0
8. Regional Priority	First Priority Project			10
	Second Priority Project			7
(Maximum Points =10)	Third Priority Project			4
determined by each MPO)	Fourth Priority Project			2
	All Other			0
9. History of Project				
Delivery	One project slipped past programmed year			-5
By Project Sponsor in the	Two or more projects slipped past programmed year			-10
previous 2 years	One or more projects cancelled			-10
Maximum Points				100

SCATS Funding Policies

In order to contain project costs and fund additional projects the SCATS Policy Committee has adopted the following policies for administering TIP projects:

- Prior to the 2014-17 TIP, the SCATS Policy Committee provided for a 20% CAP on SCATS funds awarded to projects. This CAP policy provided sponsors with a comfort level as project funds were allocated several years in advance of actual construction. The CAP allowance, however, often exacerbated a growing carryover of SCATS funds from year to year. Moving forward, beginning with the 2014-17 TIP, a CAP will not automatically be applied to SCATS funded projects. Sponsors seeking additional funds for an already programmed project will be required to request the funds on a case by case basis.
- The Committee will only guarantee funding for a project phase for a specific fiscal year. If funds for the project phase are not encumbered in the fiscal year shown in the most recent TIP, the funds may be assigned to another project. Project sponsors for these projects may reapply for funds in subsequent fiscal years, but this application will be considered with all new projects. The Policy Committee and staff will work with the project sponsor and ODOT

to attempt to encumber all funds in the year shown in the TIP. They may be able to reschedule projects before the end of the fiscal year to avoid lapse of obligation authority and project funding.

Planning Analysis

All projects, regardless of source of funding or process of selection, are reviewed for consistency with the SCATS Transportation Plan. The current Plan was developed around the following objectives and strategies:

Objective 1- Adopt a “system preservation” policy towards Stark County roadways in conjunction with ODOT’s system preservation policy.

Strategies:

- A. Prioritize funding for system preservation;
- B. Implement Intelligent Transportation System strategies such as congestion management, safety planning, and mobility management.

Objective 2- Provide a multi-modal transportation system which includes various modal options, such as pedestrian access, bikeways, mass transit, rail, and air facilities.

Strategies:

- A. Evaluate and adjust SARTA’s routes to provide adequate transportation to and from suburbs and center cities;
- B. Support the objectives of the Coordinated Public Transit - Human Services Transportation Plan and SARTA’s continued curb to curb programs to serve transit dependent persons;
- C. Encourage the development and creation of scenic improvements, historic improvements, and pedestrian and bike trails;
- D. Structure new subdivisions to include pedestrian and bicycle facilities (sidewalks and trails), tying into the countywide trail system where possible;
- E. Provide for pedestrian friendly transportation systems where appropriate in response to new demographics and special needs.

Objective 3- Provide a congestion free transportation system.

Strategies:

- A. Work cooperatively with appropriate agencies to create and implement countywide access management regulations;
- B. Address existing congestion before building new roads in undeveloped areas.

Objective 4- Provide an efficient, safe and secure transportation system.

Strategies:

- A. Identify and target high crash locations for safety improvements;
- B. Implement intelligent transportation systems;
- C. Consult with appropriate agencies to provide for a secure transportation system.

Objective 5- Provide an economically and environmentally sound transportation system.

Strategies:

- A. Develop fiscally constrained transportation plans and programs;
- B. Monitor and assess the cost effectiveness of transportation system components;
- C. Ensure projects are sensitive to social, economic and environmental effects;

- D. Encourage projects and programs that minimize the transportation system's impacts on air and water quality and noise levels.

A fiscal analysis of the TIP is also made to determine funding availability and project priorities may be adjusted to stay within fiscal constraints. An air quality conformity analysis must be conducted on the entire TIP and Plan comparing the emissions for the TIP/Plan build scenario with the established emission budgets. The documentation is included in the appendix. After completion of these steps, the draft TIP is reviewed with the public and the Citizens' Advisory Council and approved for submission to ODOT by the SCATS Policy Committee. SCATS then transmits the draft document to ODOT and FTA.

Public Involvement

The Federal planning regulations call for a formal public involvement process. The SCATS Public Participation list has been expanded to include local/State land use management, natural resource, environmental protection, conservation and historic agencies. SCATS will provide these agencies with the opportunity to review and comment on the Plan and TIP. SCATS will prepare GIS layers to allow the comparison of transportation plans with available conservation plans and maps and/or with available inventories of historic or natural resources. The following paragraphs describe the SCATS Public Involvement Process as it relates to the TIP. During its drafting, information on the SCATS TIP is presented to members of the Citizens' Advisory Council, the SCATS Policy Committee, and the RPC at their regularly scheduled meetings. The development of the SCATS TIP is coordinated with the State Transportation Improvement Program and SCATS utilizes the STIP public involvement procedures which provide for review of the complete package of all the MPO TIPs and the STIP in each ODOT District and each MPO during a two week public comment period. The SCATS TIP is distributed to area libraries during the comment period. A news release on the availability of the draft SCATS TIP was issued by the SCRPC Public Relations office.

A public meeting was held on March 31, 2015 from 5:00 to 7:00 PM at the Stark County District Library. The Draft TIP is available on the SCATS website as well as publicized in the SCRPC newsletter.

SCATS will provide opportunities for public review of major amendments to the TIP, such as change in design concept or scope of project on a major transportation corridor. Also considered major are amendments affecting the TIP fiscal constraint or air quality conformity determination.

Summary

The SCATS TIP report is divided into five sections. This introduction is the first section and includes general information and a summary of TIP projects funded in prior Fiscal years 2012 through 2014. In section II, highway projects are presented in a series of tables and on a map displaying the location of projects. Recommended transit projects are presented in section III. Section IV outlines revenues and costs of the highway and transit improvements. Two appendices are also included in the Final TIP document. **Appendix A** includes a documentation of the impact of the projects on low-income and minority populations as required by the President's executive order on environmental justice. **Appendix B** documents the conformity of the TIP and Plan with the Clean Air Act Amendments of 1990.



Place Stark County Main Library McKinley Room **Time** 5-7:00 p.m.

[illegible]

Section II. FY 2016-2019 TIP Highway Projects

The FY 2016 - 2019 TIP addresses highway projects. All projects have been reviewed by the SCATS Policy Committee and found to be consistent with the Transportation Plan. Projects in the first two years of the TIP are limited to funds available. The SCATS TIP, as demonstrated in the fiscal constraint section, meets this test.

The project selection requirements recognize projects listed in the first year of an approved STIP as an "agreed to" list of projects for subsequent implementation. Projects listed in any of the four years of the approved STIP are eligible for authorization in any other of the four years of the STIP, subject to the project selection requirements.

According to an agreed general rule, projects from the second, third or fourth year may be advanced into the first year following appropriate project selection activities. Any project listed in the four fiscal years may be eligible for authorization at any time within the life of the STIP. In MPO areas, any project phase that is proposed to proceed to federal authorization prior to the year it is shown on the MPO TIP requires that a letter of concurrence be secured by the Program Manager through the District from the affected MPO. This is not intended to constitute a formal amendment to the TIP.

Included in this section is a record of each proposed project, the total cost and a listing of funding by project phase and source of funds, the year each phase of the project is scheduled to begin, the type of work to be done, the agency responsible for implementation and the air quality status of each project. A map shows the location of all projects on the TIP.

Stark County Area Transportation Study, Ohio, FY 2012 Annual Listing of FHWA Obligated Projects

PID	Project Name	Project Type / Letting Type	Primary Work Category	Actual Award Date	Award SFY	SCATS TIP Amount	Sale Amt
22862	STA SR 0153 05.16	ODOT Let	Widening	02/03/11	2011	\$4,896,000	\$4,111,852
76341	STA SR 172/241 0.00/(0.01)(1.68)	ODOT Let	Minor Rehabilitation - Pavement Prmy Sys	11/10/11	2012		\$1,062,418
76444	STA SR 0021 10.24	ODOT Let	Minor Rehabilitation - Pavement Prmy Sys	12/22/11	2012		\$1,773,262
77869	STA SR 0172 17.28	ODOT Let	Bridge Replacement	01/19/12	2012		\$1,943,493
80676	STA CR-190-0.48 (Applegrove)	Local Let	Major Reconstruction	06/01/11	2011	\$1,350,000	\$4,241,897
80678	STA Market Ave. / Lake Center	Local Let	Intersection Improvement	04/27/11	2011	\$840,000	\$2,087,524
80679	STA TR-298 Riverland Avenue	Local Let	Bridge Replacement	01/04/12	2012	\$300,000	\$2,131,783
81280	STA Trump Avenue (CR170)	Local Let	Intersection	01/25/12	2012	\$600,000	\$1,239,983
81575	STA SR 0619 07.36	ODOT Let	Minor Rehabilitation - Pavement Gnrl Sys	09/01/11	2012		\$2,390,304
81897	STA SR 0241 08.04	Local Let	Intersection Improvement	06/07/11	2011		\$470,982
82410	STA Price Street (CR3)	Local Let	Bridge Replacement	04/25/12	2012		\$1,026,882
82411	STA Broadway Avenue (CR199)	Local Let	Bridge Replacement	05/04/11	2011		\$705,080
82667	STA SR 0800 02.30	ODOT Let	Slide Repair	01/20/11	2011		\$594,996
82925	STA/SUM SR 0093/0236 Var	ODOT Let	Minor Rehabilitation - Pavement Gnrl Sys	03/29/12	2012		\$728,669
83651	STA US 0030 19.16	ODOT Let	Intersection Improvement	05/17/12	2012		\$571,855
84617	STA IR 0077 08.28	ODOT Let	Bridge Repair	08/03/11	2012		\$4,315,949
84924	STA SR 0043 10.26	ODOT Let	Signals	03/16/11	2011		\$63,163
84955	STA Long Line PM FY2011	Local Let	Pavement Marking	09/08/10	2011		\$223,226
84956	STA Long Line PM FY2012	Local Let	Pavement Marking	03/28/12	2012		\$238,807
85145	STA SR 0172 16.58	ODOT Let	Minor Rehabilitation - Pavement Gnrl Sys	06/09/11	2011		\$401,647
85228	STA 172/212/800 2.56/3.88/4.89	ODOT Let	Culvert Construction/Reconstr/Repair	12/22/10	2011		\$424,943
86510	STA SR 0172 10.43	ODOT Let	Mill and Fill	05/02/12	2012		\$1,849,926
86514	STA Guardrail FY2012	Local Let	Guardrail Maintenance/Repair (NEW)	02/22/12	2012		\$284,740
86520	STA Shepler Church (CR-257)	Local Let	Mill and Fill	02/08/12	2012		\$829,087
86521	STA MLK Viaduct Bridge	ODOT Let	Bridge Repair	07/30/10	2011	\$942,080	\$1,277,729

PID	Project Name	Project Type / Letting Type	Primary Work Category	Actual Award Date	Award SFY	SCATS TIP Amount	Sale Amt
86536	STA North Main St. Widening	Local Let	Major Rehabilitation	05/29/12	2012	\$2,470,000	\$3,065,381
86878	STA Kemark Avenue Bridge	Local Let	Bridge Repair	01/19/11	2011	\$367,200	\$340,704
86882	STA Main Street (CR66-6.99)	Local Let	Mill and Fill	03/14/11	2011	\$960,000	\$928,487
86971	STA US 0062 38.37/38.49	ODOT Let	Signals	05/17/12	2012		\$133,400
87006	STA Everhard Rd (CR98)	Local Let	Mill and Fill	03/14/12	2012	\$320,000	\$490,328
87591	STA US 0030 20.17 Signal	ODOT Let	Signals	03/29/12	2012		\$62,450
88241	STA Tremont Avenue (CR-510)	Local Let	Mill and Fill	06/28/10	2011	\$404,056	\$459,120
89098	STA US 0030 13.03	ODOT Let	Bridge Repair	10/13/10	2011		\$146,500
90181	STA SR 44/172 8.68/19.51	ODOT Let	Minor Rehabilitation - Pavement Gnrl Sys	05/17/12	2012		\$728,338
90889	STA 55th St. Bridge Emergency	Local Let	Bridge Replacement	05/11/11	2011		\$133,501
91124	STA SR 183 Building Demolition	ODOT Let	Building Demolition	09/01/11	2012		\$41,100
91444	STA SR 0212 04.61	ODOT Let	Culvert Construction/Reconstr/Repair	04/19/12	2012		\$130,106
91453	STA SR 0800 00.88 Slide	ODOT Let	Slide Repair	04/19/12	2012		\$391,046
92333	STA US 0030 13.03	ODOT Let	Bridge Vehicle Damage Repair (NEW)	12/14/11	2012		\$136,337

Stark County Area Transportation Study, Ohio, FY 2013 Annual Listing of FHWA Obligated Projects

PID	Project Name	Authorization Date	Total Authorized Amount	Federal Authorized Amount	Project Description
14830	STA Cleveland Avenue	1/15/2013	\$ 18,741,428.02	\$ 6,446,656.91	Cleveland Ave. from Wright St. to Summit County Line. Widening and resurfacing.
22862	STA SR 0153 05.16	1/28/2013	\$ 5,706,874.00	\$ 4,614,755.21	Reconstruct & Rehab of SR153 With New Curb And Gutters. Sidewalk Pavement Widening West Of California with Signals
22867	STA Hills & Dales Road	5/22/2013	\$ 7,566,436.00	\$ 6,991,383.99	Widen Existing Road To 4 Lanes With Curb & Gutters, 5 Lanes To Be Provided At All Major Intersections Includes Storm Sewer
23262	STA/TUS-AQUEDUCT (DISTRICT 11)	5/15/2013	\$ 1,237,799.00	\$ 932,470.03	Ohio & Erie Pedestrian Bridge at 0.1 miles from SR-212 and the Tuscarawas River in Tuscarawas County.
23482	STA IR 0077 17.92	11/13/2012	\$ 10,077,343.95	\$ 8,796,914.06	IR-77 at Shuffel Rd. in the city of Canton in Stark County. SIB Debt services.
25433	STA SR 0021 08.25/12.39	8/1/2012	\$ 10,690,396.70	\$ 8,552,316.90	SR-21 from Massillon to Finefrock Rd. and from Massillon to Lawrence Township
76335	STA US 0030 16.46	6/7/2013	\$ 2,448,591.13	\$ 1,958,872.90	STA US 0030 16.46, Minor rehabilitation / resurfacing.
76341	STA SR 172/241 0.00/(0.01)(1.68)	9/24/2012	\$ 1,344,603.39	\$ 1,075,868.50	STA SR 172/241 0.00/(0.01)(1.68). Minor rehabilitation/resurfacing. Minor bridge work. OH-11-02, DSR# STA-002.
77869	STA SR 0172 17.28	5/8/2013	\$ 2,254,705.00	\$ 1,739,052.10	STA SR 0172 17.28, Removal and replacement of existing structure.
77885	STA IR 0077 00.00	7/19/2012	\$ 14,151,722.53	\$ 14,010,192.03	Minor Rehabilitation - Pavement Prmy Sys
80669	STA Tremont Avenue (CR-510)	8/1/2012	\$ 4,434,847.00	\$ 3,604,948.45	Tremont Ave. over SR-21 in Stark County.
80671	STA CR-226-3.70 (Hills & Dales)	12/14/2012	\$ 4,993,058.07	\$ 2,684,148.00	Hills & Dales Major widening from two lanes to five lanes, including signalization.Upgrade the intersection
80676	STA CR-190-0.48 (Applegrove)	4/23/2013	\$ 6,938,911.09	\$ 5,551,129.14	Applegrove widening from two lanes to four lanes, including replacement of bridge PL-4-7
80679	STA TR-298 Riverland Avenue	8/23/2012	\$ 2,753,457.30	\$ 2,119,978.96	Riverland Ave. over the Tuscarawas River
80680	STA Paris Avenue (CR-44-9.34)	9/17/2012	\$ 720,000.00	\$ 620,000.00	Paris Rd. at Meese Rd.
80681	STA SR 0043 17.24	6/12/2013	\$ 2,250,000.00	\$ 2,250,000.00	SR-43 from 55th St. to Mount Pleasant
81280	STA Trump Avenue (CR170)	8/23/2012	\$ 2,185,840.95	\$ 1,809,000.00	Trump Ave. at Georgetown St.
81282	STA Werner Church (CR190)	3/29/2013	\$ 565,000.00	\$ 300,000.00	Werner Church Structure over Middlebranch of Nimishillen in Plain Twp.
81283	STA 55th Street (CR196)	4/18/2013	\$ 2,742,943.00	\$ 935,000.00	55th St. over East Branch of Nimishillen Creek in Stark County.
81284	STA 12th Street (CR 240)	10/16/2012	\$ 1,503,279.00	\$ 742,500.00	12th Street Full Depth pavement replacement from Brunnerdale Ave. to Bowen St.
81575	STA SR 0619 07.36	4/11/2013	\$ 2,458,528.00	\$ 1,966,822.86	STA SR 0619 07.36, Resurfacing, with minor bridge work.
81597	STA SR 0172 07.74	5/23/2013	\$ 526,640.00	\$ 338,544.00	STA SR 0172 07.74, Resurfacing.
82003	STA Cleveland Ave (CR66)	10/18/2012	\$ 545,410.00	\$ 481,721.08	Cleveland Ave. at Mt. Pleasant St.
82092	STA SR 0183 18.84	1/8/2013	\$ 6,625,720.44	\$ 3,978,145.40	STA SR 0183 18.84, Lower the profile grade to provide adequate vertical clearance under the bridge
82410	STA Price Street (CR3)	8/23/2012	\$ 1,163,654.00	\$ 1,070,635.00	STA Price Street, Replacement of existing bridge on CR3.
82411	STA Broadway Avenue (CR199)	1/30/2013	\$ 846,066.00	\$ 797,989.00	Replace bridge on Broadway Ave. over East Branch of Nimishillen Creek
82417	STA Mill Street (TR259)	9/12/2012	\$ 1,756,528.99	\$ 1,405,223.19	STA Mill Street, Replacement of Bridge along with improvement of adjacent Mill Street / Allenford Avenue intersection.
82924	STA SR 44/171 0.00/0.00	5/23/2013	\$ 2,444,540.41	\$ 102,632.00	STA SR 44/171 0.00/0.00, Resurfacing, minor structure work, Culvert replacement
82934	STA SR 0172 15.57	5/29/2013	\$ 1,591,820.00	\$ 1,241,280.00	STA SR 0172 15.57. Bridge rehab
83578	STA SR 0021 05.24	2/26/2013	\$ 4,128,580.00	\$ 3,302,864.00	STA SR 21 5.24. Structure replacement. Resurfacing over Tuscarawas River.
83651	STA US 0030 19.16	6/7/2013	\$ 764,540.00	\$ 688,086.00	STA US 0030 19.16, Construct raised concrete median within functional area on the East leg of intersection
84568	STA US62/SR183 36.47/38.60/17.33	3/20/2013	\$ 1,090,600.00	\$ 137,235.08	STA US62/SR183 36.47/38.60/17.33, Resurfacing.
84586	STA US/SR 30/183 31.96/5.88	6/20/2013	\$ 2,912,830.00	\$ 2,193,463.99	STA US/SR 30/183 31.96/5.88, Resurfacing. US-30, Deck overlay and painting
84590	STA SR 0172 19.59	6/11/2013	\$ 1,852,240.00	\$ 1,481,792.00	STA SR 0172 19.59, Resurfacing. Deck overlays
84617	STA IR 0077 08.28	3/29/2013	\$ 4,817,501.00	\$ 4,335,750.31	STA IR 0077 08.28, Miscellaneous bridge work to fourteen structures.
84955	STA Long Line PM FY2011	8/24/2012	\$ 223,226.00	\$ 150,000.00	STA Long Line PM FY2011, Long line pavement markings.
85228	STA 172/212/800 2.56/3.88/4.89	10/11/2012	\$ 464,751.00	\$ 371,801.20	STA 172/212/800 2.56/3.88/4.89, Replace existing 9' by 5' box culvert 0.02 miles East of Woutat Circle.
85299	STA 12th Street HSP	6/11/2013	\$ 1,457,526.00	\$ 318,258.20	STA 12th Street HSP, Widening Market Street (SR-43) approaches for addition of left turn storage lanes
86381	STA HARTVILLE WLE	9/14/2012	\$ 1,191,857.00	\$ 1,191,856.81	Modernization of warning devices at 3 Wheeling Lake Erie grade crossings, AARs 472 624T, 472 625A & 472 632K..
86517	STA Greenbower Street	6/28/2013	\$ 1,354,928.11	\$ 166,766.69	STA Greenbower Street, Structure replacement. Minor approach roadway.
86520	STA Shepler Church (CR-257)	8/7/2012	\$ 916,971.00	\$ 733,576.92	STA Shepler Church (CR-257), Resurfacing.
86536	STA North Main St. Widening	8/23/2012	\$ 3,293,005.63	\$ 2,634,404.51	STA North Main St. Widening, Reconstructing the existing pavement, installing curb and gutter, new catch basins, sidewalks
86878	STA Kemary Avenue Bridge	11/5/2012	\$ 387,666.00	\$ 306,694.49	STA Kemary Avenue Bridge, New superstructure.New deck. New railing. New approach slabs. New bearing pads.
86882	STA Main Street (CR66-6.99)	2/13/2013	\$ 1,120,754.00	\$ 892,351.51	STA Main Street (CR66-6.99), Resurfacing. Curb & gutter repairs. ADA curb ramp improvements.
87006	STA Everhard Rd (CR98)	8/23/2012	\$ 561,833.64	\$ 384,000.00	STA Everhard Rd (CR98), Resurfacing. Curb ramps and guardrail if needed.
87007	STA Cleveland Avenue (CR66)	1/30/2013	\$ 929,267.98	\$ 43,414.38	STA Cleveland Avenue (CR66), Resurfacing of County Route 66. Guardrail and signing where necessary.
87798	STA US 0030 27.10 Slide	5/31/2013	\$ 433,265.78		Slide Repair
89147	STA US 0062 Safety Engr. Study	9/18/2012	\$ 47,510.00	\$ 42,759.00	STA US-62 Safety Engr. Study, Safety engineering study.
89876	STA Parks Bike Crossings	5/10/2013	\$ 91,190.00	\$ 22,000.00	STA Ped. Bikeway / Signal Study, Three Stark County Park trail crossings.
90181	STA SR 44/172 8.68/19.51	9/24/2012	\$ 724,170.00	\$ 499,336.00	STA SR 44/172 8.68/19.51, Concrete pavement repair.
90463	STA North Main Street Signals	3/20/2013	\$ 807,517.00	\$ 46,013.60	STA North Main Street Signals, Traffic signal coordination / upgrade.
90465	STA 11th Street / Market St.	8/14/2012	\$ 444,600.00	\$ 355,680.00	Re-alignment of 11th street to improve geometrics, streetscape enhancements
90536	STA Long Line PM FY 2013	6/4/2013	\$ 176,110.50	\$ 16,110.71	STA Long Line PM FY 2013, Pavement markings.
90554	STA IR 0077 09.05 Lighting	12/20/2012	\$ 305,555.00		Lighting
90580	STA SR 0619 03.36 Signals	6/4/2013	\$ 329,970.31	\$ 13,296.00	STA SR 0619 03.36 Signals, Upgrade and interconnect and coordinate four traffic signals.
90703	STA CR 307 JUSTUS RJC	8/1/2012	\$ 167,730.84	\$ 167,730.84	STA CR 307 JUSTUS RJC Installation of flashing lights and roadway gates, including any ancillary work
90707	STA MARIETTA AVE SE WE	2/13/2013	\$ 188,339.27	\$ 188,339.66	STA MARIETTA AVE SE WE, Installation of flashing lights and roadway gates, including any ancillary work
90710	STA PARK ST WE	6/11/2013	\$ 193,000.00	\$ 13,000.00	STA Park St, Navarre, WE, Installation of flashing lights and roadway gates, ancillary work

Stark County Area Transportation Study, Ohio, FY 2013 Annual Listing of FHWA Obligated Projects

PID	Project Name	Authorization Date	Total Authorized Amount	Federal Authorized Amount	Project Description
91124	STA SR 183 Building Demolition	11/13/2012	\$ 43,369.00	\$ 39,032.75	STA SR 183 Building Demolition, Demolition of two structures
91444	STA SR 0212 04.61	7/6/2012	\$ 214,609.00	\$ 176,077.83	STA SR 0212 04.61. Culvert replacement. OH-11-02, DSR# STA-001.
91453	STA SR 0800 00.88 Slide	7/6/2012	\$ 467,342.00	\$ 378,185.22	STA SR800 0.88. Rock Slide Repair. OH-11-02, DSR STA-003.
91456	STA SR 0800 01.97 Slide	4/18/2013	\$ 581,638.00	\$ 471,597.17	STA SR 800 1.80. Rock Slide Repair. OH-11-02, DSR# STA-004.
91592	STA Cherry / Walnut Street	2/5/2013	\$ 2,390,979.29	\$ 1,792,998.63	STA Cherry / Walnut Street, Section improvements, including: streetscape, bike lanes, bus shelters, pavement marking, signing, et
91594	STA Mahoning Rd. Ph2 Utilities	8/15/2012	\$ 999,829.00	\$ 999,829.00	STA Mahoning Rd. Ph2 Utilities, Underground conduit installation.
92942	STA E BROADWAY ST NS	4/16/2013	\$ 481,387.00	\$ 53,000.00	STA E. Broadway St NS, Installation of flashing lights and roadway gates at the NS grade crossing any ancillary work needed
93089	STA BH FY 2013	5/28/2013	\$ 1,816,890.00	\$ 1,179,424.00	STA BH FY 2013, Concrete overlays, and painting. Resurfacing
93131	STA Alliance Sidewalks	5/29/2013	\$ 285,207.00	\$ 180,000.00	Add Sidewalks
93303	STA/SUM TSG FY2013 (UPS)	2/5/2013	\$ 438,240.00	\$ 38,240.00	STA/SUM TSG FY2013 (UPS), Adding Uninterrupted Power Supply to signalized intersections
93686	STA SR 0172 06.72	2/7/2013	\$ 233,644.40	ODOT funded	Bridge Repair
94048	STA/SUM BH FY 2013	1/17/2013	\$ 248,005.86	ODOT funded	Bridge Repair
94369	STA PARK & KEYSTONE NS	12/31/2012	\$ 432,500.00	\$ 396,500.00	STA Alliance, Park & Keystone NS, Closure of Park Ave at the NS grade crossing, installation of flashing lights and roadway gates
94458	D04 PM FY2013 (Epoxy)	5/31/2013	\$ 334,367.50	ODOT funded	Pavement Marking
95354	STA TUSCARAWAS ST WLE (Navarre)	6/7/2013	\$ 203,000.00	\$ 13,000.00	STA Navarre, Tuscarawas St WLE, Installation of flashing lights and roadway gates at the WLE grade crossing DOT# 474327G.
96055	STA Mahoning Ave NS	5/15/2013	\$ 203,000.00	\$ 203,000.00	STA Mahoning Ave NS, Installation of flashing lights and roadway gates, ancillary work as needed.
96063	STA US 0062 36.16 Signals	5/28/2013	\$ 110,000.00	\$ 110,000.00	STA US 0062 36.16 Signals, Purchase of signal head back plates and overhead street name signs to be installed by City
96114	Canton Twp Sign Upgrade 2013	6/26/2013	\$ 49,657.00	\$ 49,656.98	Canton Twp Sign Upgrade 2013, upgrade roadway signs on various Canton Township routes.
96155	STA Lake Twp Signs 2013	6/26/2013	\$ 23,422.00	\$ 23,422.27	STA Lake Twp Signs 2013, upgrade roadway signs on various Lake Township routes.
96161	STA Nimishillen Twp Signs 2013	6/26/2013	\$ 21,205.00	\$ 21,204.79	STA Nimishillen Twp Signs 2013, upgrade roadway signs on various Nimishillen Township routes.
96162	STA Perry Twp Signs 2013	6/26/2013	\$ 35,022.00	\$ 35,021.64	STA Perry Twp Signs 2013, upgrade roadway signs on various Perry Township routes
96163	STA Plain Twp Signs 2013	6/26/2013	\$ 36,506.00	\$ 36,506.35	STA Plain Twp Signs 2013, upgrade roadway signs on various Plain Township routes.
96229	STA Township Sign Upgrade	6/26/2013	\$ 49,993.00	\$ 49,993.07	STA Township Sign Upgrade, upgrade roadway signs on various Jackson Township routes.

Stark County Area Transportation Study, Ohio, FY 2014 Annual Listing of FHWA Obligated Projects

PID	Project Name	Authorized Date	Project Amount	Fiscal Year 2014	Project Description
76007	STA Navarre Road SW Signals	4/28/2014	\$1,472,400	\$1,007,104	Traffic signal system upgrade for 14 intersections
76340	STA US 62/62T/173/183/225 VAR	8/22/2013	\$5,943,823	\$4,214,230	Re-deck 2 bridges (Beeson & Vine) and misc. work to 9 other structures
76439	STA SR 0800 07.05	5/16/2014	\$8,759,546	\$4,107,509	Widen to include turn lanes and improve street identification of side streets and driveways through access management from 43rd St. to 33rd St.
79514	STA Ohio & Erie Canal Towpath Tr	3/21/2014	\$1,234,322	\$856,501	Construct 2,500' trail from existing trail at Lincoln Way to trail at Walnut Ave.
80680	STA Paris Avenue (CR-44-9.34)	2/20/2014	\$3,012,610	\$2,165,521	Intersection improvements at Paris/Meese and Paris/Easton intersections including profile corrections and widening
81282	STA Werner Church (CR190)	11/20/2013	\$6,554,979	\$1,323,075	Replacement of structure and possible alternative alignment of bridge with Applegrove
82927	STA SR 0241 03.64	1/30/2014	\$1,394,574	\$1,181,328	Resurfacing and work on 3 structures from SR 93 to Erie St.
84572	STA SR 0241 (11.29)(14.67)	11/26/2013	\$1,883,222	\$126,312	Resurfacing, deck overlay, add southbound turn lane at Oakdale, signal upgrade at Traphagen St.
84586	STA US/SR 30/183 31.96/5.88	6/20/2013	\$2,825,617	\$2,193,464	Resurfacing US 30 from Minerva West Corp. to Columbiana County line and SR 183 from Market St. to Alliance Southern Corp. line
85299	STA 12th Street HSP	4/8/2014	\$20,711,112	\$1,790,526	Widening of 12th St. from Monument to Maple including widening of Market St (SR43) for additional turn lanes. Includes sidewalks, bike lanes, landscaping and signal coordination
88903	STA SR 0297 00.66	6/6/2014	\$782,750	\$541,632	Resurfacing from US 30 to Tuscarawas St.
90268	STA Mahoning Rd. Utilities-Ph. 1	11/13/2013	\$500,000	\$400,000	Relocating and burying overhead utilities from Grace Ave. to Harmont Ave.
90361	STA SR 0153 01.70	4/10/2014	\$7,652,085	\$4,827,031	Streetscape/economic dev. project to improve traffic flow and safety including pavement, curbs, sidewalks, crosswalks, lights and signals from Grace Ave. to Harmont Ave.
93376	STA SR 0043 17.24	9/16/2013	\$17,236,280	\$1,718,590	Widening of roadway to 4/5 lanes including bike/pedestrian tunnel and sidewalks from 55th St. to Applegrove Ave.
95927	STA US 0062 38.04/39.50 Signals	2/20/2014	\$271,602	\$53,600	Signal replacemnts on US 62 at Fernwood and Liberty St. intersections in Alliance
95934	STA Canton City School Buses	4/10/2014	\$523,320	\$462,515	Replace 4 1992 diesel school buses with 4 CNG buses

9/11/2014

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Fiscal Years 2016-2019 Statewide Line Items (TIP Listings)

Note: Missing Reference ID's are no longer active.

STIP REFERENCE ID	STATEWIDE LINE ITEMS	DEFINITION	TOTAL PROJECT COST PER SFY FOR TIPS (000'S)
STW Line Item 000001	AMISH BUGGY	Projects on priority state routes and off-road trails adjacent to priority state routes that improve safety for motorists and horse drawn vehicles. The priority state routes were identified and selected based on ODOT buggy/ motorized vehicle crash data.	\$0
STW Line Item 000002	APPALACHIAN DEVELOPMENT LOCAL ACCESS	Local governments in eligible Appalachian Regional Council counties may apply for funding for local access roads serving industrial, commercial, residential, recreational and educational areas; funds may pay for preliminary engineering, right of way and/or construction which will improve economic development opportunities.	\$0
STW Line Item 000006	CEAO PROGRAM ADMINISTRATION	ODOT allocates federal funds to the counties for safety and preservation programs. This covers the County Engineers Association of Ohio's costs for administrating the program.	\$0
STW Line Item 000007	EMERGENCY RELIEF PROJECTS	ODOT emergency category A, B, or C projects; these projects are usually weather related and require prompt action	\$0
STW Line Item 000009	FEDERAL DISCRETIONARY PROGRAMS AND EARMARKS	Programs funded on the national level by discretionary award and/or earmarks (e.g. interstate maintenance, covered bridge, ferry boat, innovative bridge)	\$0
STW Line Item 000010	FOREST HIGHWAYS/PUBLIC LANDS	This program is administered and funded through the Eastern Federal Lands Highways Division (EFLHD) of FHWA. The program emphasis is on high-use recreation sites and economic generators. Projects are cooperatively selected and managed by ODOT, EFLHD, and the County Engineers Associations of Ohio (CEAO). Funds may be used for planning, research, engineering, design, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of highways, roads, parkways, transit facilities, adjacent vehicular parking areas, provisions for pedestrians and bicycles, acquisition of scenic easements, environmental mitigation and rest areas. See Line Item #30	\$0
STW Line Item 000011	GEOLOGIC SITE ASSESSMENT	ODOT provides construction funding for the remediation of landslide, rock fall, underground mine, erosion and sinkhole sites. Eligible activities include both preventive site mitigation and reactive repair. To be eligible, a project must be identified on the District Geologic Site Inventory and have undergone a Cost to Benefit analysis to determine if the site is a viable project.	\$0
STW Line Item 000012	HIGHWAY MAINTENANCE ACTIVITIES	ODOT completes numerous small projects which are planned, designed, and constructed quickly to maintain the highway system (e.g., mowing, lighting, signing, guardrail, city maintenance contracts, spot safety improvements, traffic signals, patching and pavement markings, shoulder work, spot pavement repair).	\$0
STW Line Item 000015	HIGHWAY SAFETY PROGRAM	Highway Safety - ODOT targets specific safety concerns for hazard elimination (e.g., vertical and horizontal alignment, signalizations, intersection channelization)	\$0
STW Line Item 000016	LOCAL GOVERNMENT PROGRAMS	Local Government Programs - numerous small projects which are planned, designed, and constructed quickly to maintain the local systems (includes eligible Ohio Bridge Partnership Program projects and CEOA task order funded projects).	\$0

Note: Missing Reference ID's are no longer active.

STIP REFERENCE ID	STATEWIDE LINE ITEMS	DEFINITION	TOTAL PROJECT COST PER SFY FOR TIPS (000'S)
STW Line Item 000017	LOCAL PLANNING AGENCIES	ODOT and Local Planning Agencies sponsor transportation planning studies and programs financed consistent with the provisions of 23 USC 133. Planning studies and programs may be within Ohio Metropolitan Planning Organizations and Regional Transportation Planning Organizations. Includes Rideshare and Air Quality Awareness Programs.	\$0
STW Line Item 000018	RECREATIONAL TRAILS PROGRAM	Recreational Trails Program is a federally funded program coordinated by the Ohio Department of Natural Resources. Funding goes to projects that create and maintain trails and trail support facilities, improve access for people with disabilities and provide education about trail safety and the environment.	\$0
STW Line Item 000021	RAIL HIGHWAY CROSSING SAFETY	Rail Highway Crossing Safety program funds rail grade crossing protection improvements. Projects are selected by Ohio Rail Development Commission and the Ohio Public Utilities Commission with the work being performed by the railroad companies.	\$0
STW Line Item 000023	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	Right-of-way Hardship and Protective Buying - Prior to the completion of a transportation system improvement environmental assessment which would determine exactly which properties need to be purchased under the right-of-way phase, an individual property becomes available. When ODOT is reasonably certain the property will be required for the planned improvement the property may be purchased ahead of the complete right-of-way plan approval.	\$0
STW Line Item 000024	SAFE ROUTES TO SCHOOL	This program includes activities which improve the ability of primary and middle school students to walk and bicycle to school safely. Projects can be either engineering (e.g., improve crossings, sidewalks) or non-engineering (education and encouraging programs).	\$0
STW Line Item 000025	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES (5310)	ODOT provides funding, vehicles, and related equipment for special services for the elderly and people with disabilities. The local agencies which participate in this program operate on calendar year basis and the federal program funding appropriations are made on an annual basis. (Rural & Small Urban)	\$0
STW Line Item 000026	TRANSPORTATION ALTERNATIVES PROGRAM	The Transportation Alternatives Program (TAP) provides funds for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects.	\$0
STW Line Item 000027	DEISEL EMISSIONS REDUCTION GRANT PROGRAM	Ohio EPA administers the DERG program. This is a biennium budget focused on reducing mobile source diesel emissions. Phase Type Other.	\$0
STW Line Item 000028	NOISE WALL PROGRAM	ODOT allocates design and construction funding for Type II noise walls (new noise walls for communities that predate the freeway and desire a noise wall) and noise wall maintenance/replacement projects.	\$0
STW Line Item 000029	BUS & BUS FACILITIES (5339)	Capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities for both small urban and rural transit systems (Rural & Small Urban)	\$0

Note: Missing Reference ID's are no longer active.

STIP REFERENCE ID	STATEWIDE LINE ITEMS	DEFINITION	TOTAL PROJECT COST PER SFY FOR TIPS (000'S)
STW Line Item 000030	FEDERAL LANDS ACCESS PROGRAM	The Federal Lands Access Program (Access Program) improves transportation facilities that provide access to, are adjacent to, or are located within federal lands. Eligible facilities must be owned or maintained by a state, tribal, or local government. Facilities owned by a federal agency are not eligible. FLAP funds can be used for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Eligible activities include planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction.	\$0
STW Line Item 000031	RURAL TRANSIT PROGRAM (5311)	Federal funds provided for the purpose of supporting public transportation in rural areas with population of less than 50,000. ODOT applies for these funds on behalf of the rural transit systems. (Rural Line Item)	\$0
STW Line Item 000032	PRESERVATION	ODOT completes numerous vital projects to maintain Ohio's transportation system (e.g., pavement rehabilitation, resurfacing, bridge replacement, bridge inspections and maintenance, bridge and pavement repair, bridge painting and sealing, culverts, raised pavement markers, striping)	\$0
STW Line Item 000033	STATE OF GOOD REPAIR - HIGH INTENSITY MOTOR BUS (5337)	This program is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds ensure public transit operates safely, efficiently, reliably, and sustainably.	\$0
STW Line Item 000034	OHIO RAIL FIXED GUIDEWAY SYSTEM SAFETY & SECURITY OVERSIGHT PROGRAM (5329)	The ODOT Rail Fixed Guideway Safety and Security Oversight (SSO) Program is required by FTA in 49 CFR Part 659 to provide safety and security oversight for Ohio passenger rail systems not regulated by FRA. The ODOT SSO program is designed to be cooperative with the Ohio Regional Transit Authorities and with the FTA SSO program in order to encourage the efficient and effective management of safety and security risk.	\$0
STW Line Item 000099	State Funded Programs	Miscellaneous State Funded Programs: Parks, Geological Site Management Equipment, Unrestricted state Revenue, Unmanned Aerial, Storm Water Mitigation, and Lands & Buildings.	\$0

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
90469	Stark	STA Beeson St - Freshley Ave. Roundabout Intersection of Beeson Street and Freshley Ave. in Lexington Township	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2015 ENG	PE/RW	Non-Federal Local	\$2.000	Added to TIP August 2010 \$100,000 SCATS CMAQ added in March 2012 for ROW RW added to FY15 and Const. moved to FY16 in April 2012 Move Construction from FY16 to FY17 in October 2014 Add PE/RW phase for preliminary development in Nov 2014	
			2015 ENG	PE/RW	Federal CMAQ-SCATS	\$8.000		
			2016 ROW	Acquis	Non-Federal Local	\$123.000		
			2016 ROW	Acquis	Federal CMAQ-SCATS	\$92.000		
			2017 CON	CO Contr	Federal HSIP-CEAO	\$659.952		
			2017 CON	CO Contr	Non-Federal LNTP	\$133.740		
			2017 CON	CO Contr	Federal CMAQ-SCATS	\$288.000		
			2017 CON	CO Engr	Federal CMAQ-SCATS	\$32.000		
			2017 CON	CO Engr	Non-Federal LNTP	\$8.000		
			2017 CON	CO Engr	Non-Federal LNTP	\$14.860		
			2017 CON	CO Engr	Federal HSIP-CEAO	\$73.328		
			Total Estimated Cost:			\$1,434.880		
		Construction of Roundabout at the intersection of Beeson Street and Freshley Avenue						
90972	Stark	STA SR93 (Cherry St) - Locust St Intersection Intersection of Cherry Street (SR 93) and Locust Street in Canal Fulton	FY	Phase	Fund Source and Type	Amount (000)	Non-Exempt	City of Canal Fulton
			2014 ROW	Acquis	Federal CMAQ-SCATS	\$168.000	Added to TIP in August 2010 Add SCATS CMAQ (\$100k R/W and \$200k Con) in March 2012 Add PE/RW Phase for Preliminary Development in Nov 2014	
			2014 ROW	Acquis	Non-Federal Local	\$42.000		
			2014 ENG	PE/RW	Federal CMAQ-SCATS	\$12.000		
			2014 ENG	PE/RW	Non-Federal Local	\$3.000		
			2016 CON	CO Contr	Federal CMAQ-SCATS	\$1,179.400		
			2016 CON	CO Contr	Non-Federal Local	\$294.800		
			2016 CON	CO Contr	Non-Federal State	\$991.700		
			2016 CON	CO Engr	Federal CMAQ-SCATS	\$131.000		
			2016 CON	CO Engr	Non-Federal Local	\$32.800		
			Total Estimated Cost:			\$2,854.700		
		Reconstruction of Intersection with the extension onf turn lanes addition of new turn lanes and signals						

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
89022	Stark	STA Everhard Rd. and Whipple Ave. Everhard from I77 to RR xing and Zimber Ditch (1800 LF). Whipple Ave. from Belden Village Entrance to RR xing near Zimber Ditch (2500 LF)	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2016 ROW	Acquis	Non-Federal Local	\$262.500	Funds allocated in Jan 2009 Moved funding to 2015 in June 2010 Added \$150k SCATS CMAQ for RW in March 2012 Correct Fed RW Allocation per March Amendment in April 2012 Add FY14-17 Funds in October 2012 Move Con to FY18 and add PE/RW Phase for Development in Nov 2014	
			2016 ROW	Acquis	Federal CMAQ-SCATS	\$1,050.000		
			2016 ENG	PE/RW	Non-Federal Local	\$15.000		
			2016 ENG	PE/RW	Federal CMAQ-SCATS	\$60.000		
			2018 CON	CO Contr	Federal CMAQ-SCATS	\$180.000		
			2018 CON	CO Contr	Federal STP-SCATS	\$4,500.000		
			2018 CON	CO Contr	Non-Federal Local	\$1,170.000		
			2018 CON	CO Engr	Federal STP-SCATS	\$500.000		
			2018 CON	CO Engr	Non-Federal Local	\$130.000		
			2018 CON	CO Engr	Federal CMAQ-SCATS	\$20.000		
			Total Estimated Cost:			\$7,887.500		
		Addition of Center Turn Lane from RR on Whipple to intersection; and RR on Everhard to intersection. Eliminate left turns; access management						
99853		Gambrinus Bridge Rehab	FY	Phase	Fund Source and Type	Amount (000)		Stark Co Engineer
			2019 CON	CO Contr	Non-Federal Local	\$457.920	Added to TIP Feb 2015	
			2019 CON	CO Contr	Federal STP-SCATS	\$892.800		
			2019 CON	CO Contr	Federal BR-CEAO	\$938.880		
			2019 CON	CO Engr	Non-Federal Local	\$50.880		
			2019 CON	CO Engr	Federal STP-SCATS	\$99.200		
			2019 CON	CO Engr	Federal BR-CEAO	\$104.320		
			Total Estimated Cost:			\$2,544.000		
		Gambrinus Bridge Replacement - Replace superstructure with new galvanized beams						
97160		STA Local GR FY 2016	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2016 CON	CO Contr	Federal HSIP-CEAO	\$270.000	CEAO HSIP Funding for Guardrail Maintenance	
			2016 CON	CO Engr	Federal HSIP-CEAO	\$30.000		
			Total Estimated Cost:			\$300.000		
		Replace substandard bridge end terminals throughout Stark County						

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
97159		STA Local GR FY 2018	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2018 CON	CO Contr	Federal HSIP-CEAO	\$180.000	Replacing substandard bridge guardrail throughout Stark Count (FY 2018)	
			2018 CON	CO Engr	Federal HSIP-CEAO	\$20.000		
			Total Estimated Cost:			\$200.000		
		Replacing substandard bridge guardrail throughout Stark County - FY 2018						
95569	Stark	Hoover Trail West Dressler Road Bridge over I-77 to North Canton YMCA	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Park Distric
			2015 ENG	PE/RW	Non-Federal Local	\$2.000	Added to TIP in October 2012 Add PE/RW phase for preliminary development in Nov 2014 Add additional federal funds in Feb 2015	
			2015 ENG	PE/RW	Federal TA-SCATS	\$8.000		
			2016 ROW	Acquis	Non-Federal Local	\$65.250		
			2016 ROW	Acquis	Federal TA-SCATS	\$261.000		
			2017 CON	CO Contr	Federal TA-SCATS	\$550.163		
			2017 CON	CO Contr	Non-Federal Local	\$137.541		
			2017 CON	CO Engr	Non-Federal Local	\$15.282		
			2017 CON	CO Engr	Federal TA-SCATS	\$61.129		
			Total Estimated Cost:			\$1,100.365		
		Construction of 8 foot multi-use path along Dressler Road from Dressler Bridge over I-77 to North Canton YMCA						

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
97153		STA Howenstine Drive CR 283-1.20	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2014 ENG	Prel Dev	Non-Federal LNTF	\$200.000	CEAO LBR 80%	
			2014 ENG	Prel Dev	Non-Federal LNTF	\$45.000		
			2015 ROW	Acquis	Non-Federal LNTF	\$20.000		
			2017 CON	CO Contr	Non-Federal LNTF	\$263.340		
			2017 CON	CO Contr	Federal BR-CEAO	\$1,053.360		
			2017 CON	CO Engr	Non-Federal LNTF	\$29.260		
			2017 CON	CO Engr	Federal BR-CEAO	\$117.040		
			Total Estimated Cost:			\$1,728.000		
		Replace Howenstine Drive Bridge over Nimishillen Creek. Possible bridge and intersection realignment at Howenstine Drive and East Sparta Avenue						
99484		Iron Horse Bike/Ped Trail (Early Hill) Mahoning Valley Trail to Early Hill Park in Alliance	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of Alliance
			2017 CON	CO Contr	Non-Federal Local	\$49.037	Added to TIP in October 2012 Move Con to FY17 in January 2015	
			2017 CON	CO Contr	Federal TA-SCATS	\$196.146		
			2017 CON	CO Engr	Non-Federal Local	\$5.449		
			2017 CON	CO Engr	Federal TA-SCATS	\$21.794		
			Total Estimated Cost:			\$272.426		
		Bike & Pedestrian Trail						
90538		STA Long Line Pavement Marking FY 2016 Various Routes across Stark County	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2016 CON	CO Contr	Federal HSIP-CEAO	\$135.000	Various Routes across Stark County	
			2016 CON	CO Engr	Federal HSIP-CEAO	\$15.000		
			Total Estimated Cost:			\$150.000		
		Pavement Marking						
98972		Purchase Para-Transi Vehicles	FY	Phase	Fund Source and Type	Amount (000)	Statewide CMAQ Program	
			2018 CON	PUR	Non-Federal Local	\$134.350		
			2018 CON	PUR	Federal CMAQ-SCATS	\$537.398		
			Total Estimated Cost:			\$671.748		
		SARTA Bus Purchase						

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase					Air Quality Status	Project Sponsor
98960		Purchase Para-Transit Vehicles	FY	Phase	Fund Source and Type		Amount (000)	Statewide CMAQ Program	SARTA
			2019 CON	PUR	Non-Federal	Local	\$134.350		
			2019 CON	PUR	Federal	CMAQ-SCATS	\$537.398		
			Total Estimated Cost:			\$671.748			
		Purchase Para Transit Vehicles							
86562		Main Avenue West	FY	Phase	Fund Source and Type		Amount (000)	Added to TIP March 2015	City of Massillon
			2016 CON	CO Contr	Non-Federal	Local	\$70.000		
			2016 CON	CO Contr	Federal	STP-SCATS	\$630.000		
			2016 CON	CO Engr	Non-Federal	Local	\$17.500		
			2016 CON	CO Engr	Federal	STP-SCATS	\$157.500		
			Total Estimated Cost:			\$875.000			
		Resurfacing Main Avenue from SLM 1.83 to 2.92. Including catch basins and curb ramps in the City of Massillon							
99894	Stark	S. Main Street Resurfacing Knoll Street to Rose Lane Street	FY	Phase	Fund Source and Type		Amount (000)	Added to TIP February 2015	Exempt City of North Canton
			2020 CON	CO Contr	Non-Federal	Local	\$136.800		
			2020 CON	CO Contr	Federal	STP-SCATS	\$547.200		
			2020 CON	CO Engr	Non-Federal	Local	\$15.200		
			2020 CON	CO Engr	Federal	STP-SCATS	\$60.800		
			Total Estimated Cost:			\$760.000			
		Resurfacing of South Main Street from Knoll Street to Rose Lane Street. Includes new ADA ramps where needed							
99896		West Main Resurfacing	FY	Phase	Fund Source and Type		Amount (000)	Added to TIP February 2014	City of Alliance
			2020 CON	CO Contr	Non-Federal	Local	\$39.600		
			2020 CON	CO Contr	Federal	STP-SCATS	\$158.400		
			2020 CON	CO Engr	Non-Federal	Local	\$4.400		
			2020 CON	CO Engr	Federal	STP-SCATS	\$17.600		
			Total Estimated Cost:			\$220.000			
		Roadway Rehabilitation							

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
99870		Pleasant Valley Drive Bridge	FY	Phase	Fund Source and Type	Amount (000)		Stark Co Park Distric
			2019 CON	CO Contr	Non-Federal Local	\$218.368		
			2019 CON	CO Contr	Federal TA-SCATS	\$873.473		
			2019 CON	CO Engr	Non-Federal Local	\$24.263		
			2019 CON	CO Engr	Federal TA-SCATS	\$97.053		
			Total Estimated Cost:			\$1,213.157		
		Stark Parks Trail - Bike/Ped Bridge						
97161		STA Local PM FY 2018	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2018 CON	CO Contr	Federal HSIP-CEAO	\$135.000	CEAO Federal Allocation	
			2018 CON	CO Engr	Federal HSIP-CEAO	\$15.000		
			Total Estimated Cost:			\$150.000		
		643 Polyester long line pavement marking on various routes throughout Stark County						
97154		STA CR 228 (Portage Phase I)	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2015 ENG	Prel Dev	Non-Federal LNTF	\$25.000	Reservoir for 2014-17 TIP	
			2016 CON	CO Contr	Non-Federal LNTF	\$159.732	Move Construction to FY16 in Nov 2014	
			2016 CON	CO Contr	Federal STP-SCATS	\$638.928		
			2016 CON	CO Engr	Non-Federal LNTF	\$17.748		
			2016 CON	CO Engr	Federal STP-SCATS	\$70.992		
			Total Estimated Cost:			\$912.400		
		Mill and Fill with pavement repair project on Portage Street (Frank to Wise)						
97163		STA CR 228 (Portage Phase 2)	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2017 ENG	Prel Dev	Non-Federal LNTF	\$25.000	Reservoir for 2014-17 TIP	
			2019 CON	CO Contr	Non-Federal LNTF	\$240.948		
			2019 CON	CO Contr	Federal STP-SCATS	\$963.792		
			2019 CON	CO Engr	Non-Federal LNTF	\$26.772		
			2019 CON	CO Engr	Federal STP-SCATS	\$107.088		
			Total Estimated Cost:			\$1,363.600		
		Mill and Fill paving project on Portage Street from Lorraine to Frank						

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
99892		Portage Street Resurfacing	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of North Canton
			2020 CON	CO Contr	Non-Federal Local	\$106.200		
			2020 CON	CO Contr	Federal STP-SCATS	\$424.800		
			2020 CON	CO Engr	Non-Federal Local	\$11.800		
			2020 CON	CO Engr	Federal STP-SCATS	\$47.200		
			Total Estimated Cost:			\$590.000		
		Resurface Portage Street in the City of North Canton						
96909	Stark	Reno Drive Bridge	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of Louisville
			2017 CON	CO Contr	Non-Federal Local	\$69.300	Added to the TIP/STIP in October 2013	
			2017 CON	CO Contr	Federal BR	\$277.200		
			2017 CON	CO Engr	Non-Federal Local	\$6.930		
			2017 CON	CO Engr	Federal LABR	\$27.720		
			Total Estimated Cost:			\$381.150		
		Superstructure replacement, repair and/or modification of abutments and new railing of structure over the Nimishillen Creek in Louisville						
92260	Stark	STA Rockhill Avenue Bridge Over Mahoning River/Berlin Reservoir	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2016 CON	CO Contr	Federal STP-CEAO	\$1,123.220	Added to TIP January 2012 Added SCATS TA funding in Oct 2012 for Shoulder	
			2016 CON	CO Contr	Federal TA-SCATS	\$86.400		
			2016 CON	CO Contr	Non-Federal Local	\$65.685		
			2016 CON	CO Engr	Non-Federal Local	\$6.569		
			2016 CON	CO Engr	Federal STP-CEAO	\$124.802		
			2016 CON	CO Engr	Federal TA-SCATS	\$9.600		
			Total Estimated Cost:			\$1,416.276		
		Bridge Replacement over Mahoning River/Berlin Reservoir						

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
99897		Signal Communication Upgrade	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of Canton
			2018 CON	CO Contr	Non-Federal Local	\$142.115	Statewide CMAQ project	
			2018 CON	CO Contr	Federal CMAQ-SCATS	\$568.458		
			2018 CON	CO Engr	Non-Federal Local	\$15.790		
			2018 CON	CO Engr	Federal CMAQ-SCATS	\$63.162		
		Coordination of Signals in the City	Total Estimated Cost:			\$789.525		
91972	Stark	STA 3rd Street Bridge Over Nimishillen Creek	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of Canton
			2017 CON	CO Contr	Non-Federal LNTP	\$103.140	Added to TIP August 2011	
			2017 CON	CO Contr	Federal BR	\$412.560		
			2017 CON	CO Engr	Federal BR	\$45.840		
			2017 CON	CO Engr	Non-Federal LNTP	\$11.460		
		Superstructure replacement. Rehab the existing substructure and approaches	Total Estimated Cost:			\$573.000		

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
90671	Stark	STA 12th Street Corridor - Bridges Two Bridges on 12th Street between I-77 and Monument Rd.	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of Canton
			2017 CON	CO Contr	Federal BR-CEAO	\$948.600	Added to TIP in January 2009 \$600k SCATS STP added June 2010 \$360k SCATS CMAQ added in August 2010 Additional SCATS funds in Oct 2012 (FY14-17 TIP) Added CEAO Bridge Funds September 2014	
			2017 CON	CO Contr	Federal STP-SCATS	\$4,395.450		
			2017 CON	CO Contr	Federal TA-SCATS	\$281.100		
			2017 CON	CO Contr	Non-Federal Local	\$1,490.618		
			2017 CON	CO Contr	Federal CMAQ-SCATS	\$337.320		
			2017 CON	CO Engr	Federal BR-CEAO	\$71.400		
			2017 CON	CO Engr	Federal STP-SCATS	\$198.400		
			2017 CON	CO Engr	Federal TA-SCATS	\$18.900		
			2017 CON	CO Engr	Non-Federal Local	\$77.845		
			2017 CON	CO Engr	Federal CMAQ-SCATS	\$22.680		
			Total Estimated Cost:			\$7,842.313		
		Replacement of two Bridges along the 12th Street Corridor between I-77 and Monument Road. Scope to include addition of West Side Park Trail to run under bridges. Includes resurfacing with widening. Streetscaping corridor						
99891		West Maple Turn Lane	FY	Phase	Fund Source and Type	Amount (000)		City of North Canton
			2017 ROW	Acquis	Non-Federal Local	\$16.000	Funded through Statewide CMAQ program	
			2017 ROW	Acquis	Federal CMAQ	\$64.000		
			2018 CON	CO Contr	Non-Federal Local	\$102.472		
			2018 CON	CO Contr	Federal CMAQ	\$409.866		
			2018 CON	CO Engr	Non-Federal Local	\$11.386		
			2018 CON	CO Engr	Federal CMAQ	\$45.543		
			Total Estimated Cost:			\$649.267		
		Add Turn Lane and signalization						

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
99849		Whipple Avenue Resurfacing	FY	Phase	Fund Source and Type	Amount (000)		Stark Co Engineer
			2019 CON	CO Contr	Non-Federal Local	\$354.600	Added to TIP February 2015	
			2019 CON	CO Contr	Federal STP-SCATS	\$1,418.400		
			2019 CON	CO Engr	Non-Federal Local	\$39.400		
			2019 CON	CO Engr	Federal STP-SCATS	\$157.600		
		Resurfacing	Total Estimated Cost:			\$1,970.000		
TBD		Wales Road (SR241) Rehab	FY	Phase	Fund Source and Type	Amount (000)		City of Massillon
			2020 CON	CO Contr	Non-Federal Local	\$736.386	Added to TIP February 2015	
			2020 CON	CO Contr	Federal STP-SCATS	\$2,945.544		
			2020 CON	CO Engr	Non-Federal Local	\$81.821		
			2020 CON	CO Engr	Federal STP-SCATS	\$327.283		
		Wales Road Rehabilitation	Total Estimated Cost:			\$4,091.034		
81640	Stark	STA SR 0021 13.67 SLM 14.40 - 19.22 SLM 19.80 - 21.44	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2017 CON	CO Contr	Non-Federal State	\$1,540.000	Added to TIP May 2013	
			2017 CON	CO Contr	Federal Distr. Preserv.	\$6,160.000		
			2017 CON	CO Engr	Non-Federal State	\$46.200		
			2017 CON	CO Engr	Federal Distr. Preserv.	\$184.800		
		Resurfacing with minor bridge work	Total Estimated Cost:			\$7,931.000		
84627	Stark	STA US 0030 06.03 SLM 6.03 to 13.10	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2017 CON	CO Contr	Non-Federal State	\$1,420.000	Added to TIP May 2013	
			2017 CON	CO Contr	Federal Distr. Preserv.	\$5,680.000		
			2017 CON	CO Engr	Non-Federal State	\$42.600		
			2017 CON	CO Engr	Federal Distr. Preserv.	\$170.400		
		Resurfacing	Total Estimated Cost:			\$7,313.000		

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
88907	Stark	STA US 30 19.16 SLM 19.16 - 21.55	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2016 CON	CO Contr	Federal Distr. Preserv.	\$520.000	Added to TIP May 2013	
			2016 CON	CO Contr	Non-Federal State	\$130.000		
			2016 CON	CO Engr	Federal LABR	\$20.800		
			2016 CON	CO Engr	Federal LABR	\$5.200		
		Resurfacing	Total Estimated Cost:			\$676.000		
93376	Stark	STA SR 0043 17.24 55th to Applegrove	FY	Phase	Fund Source and Type	Amount (000)	Non-Exempt	ODOT
			2012 ENG	Prel Dev	Federal HSIP	\$297.000	Added to TIP in June 2012 Ellis shows Con in FY17 - SCATS current out year is 2016 - move to FY17 in next TIP Add RW funds in January 2014 Add \$67,000 STP and \$16,800 Local for North Canton Sidewalk - Oct 2014	
			2012 ENG	Prel Dev	Non-Federal State	\$33.000		
			2014 ROW	Acquis	Non-Federal State	\$500.000		
			2014 ROW	Acquis	Federal HP	\$294.872		
			2014 ROW	Acquis	Non-Federal LNTF	\$73.718		
			2014 ROW	Acquis	Federal HSIP	\$1,018.270		
			2014 ROW	Acquis	Non-Federal State	\$113.141		
			2016 CON	CO Contr	Federal TA-ODOT	\$250.000		
			2016 CON	CO Contr	Non-Federal State	\$2,002.000		
			2016 CON	CO Contr	Federal HSIP	\$3,500.000		
			2016 CON	CO Contr	Federal CMAQ-SCATS	\$2,093.400		
			2016 CON	CO Contr	Federal STP-SCATS	\$3,217.300		
			2016 CON	CO Engr	Non-Federal State	\$1,050.000		
			2016 CON	CO Engr	Non-Federal Local	\$16.800		
			2016 CON	CO Engr	Federal STP-SCATS	\$350.000		
			2016 CON	CO Engr	Non-Federal LABR	\$245.000		
			2016 CON	CO Engr	Federal CMAQ-SCATS	\$232.600		
		Widening of roadway to 4/5 lanes. Designed under PID 80681. May 2013 Programmatic is for RW Services only.	Total Estimated Cost:			\$15,287.101		

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase					Air Quality Status	Project Sponsor
88896		STA 0044 13.69 19.410 to 23.210	FY	Phase	Fund Source and Type		Amount (000)	Exempt ODOT Added to TIP in May 2013	
			2016 CON	CO Contr	Non-Federal State		\$400.000		
			2016 CON	CO Contr	Federal	Distr. Preserv.	\$1,600.000		
			2016 CON	CO Engr	Non-Federal State		\$12.000		
			2016 CON	CO Engr	Federal	Distr. Preserv.	\$48.000		
			Resurfacing with misc. Bridge Work						
80917		STA US 62 Corridor Study	FY	Phase	Fund Source and Type		Amount (000)	Exempt ODOT Added to TIP in May 2014 Continuing PE from PID 96346	
			2015 ENG	PLN	Non-Federal State		\$57.500		
			2015 ENG	PLN	Federal	HSIP	\$517.500		
			2016 ENG	Dtl Dsgn	Non-Federal State		\$10.000		
			2016 ENG	Dtl Dsgn	Federal	HSIP	\$90.000		
			Study to identify ways to improve the safety on US62 from SR43 to SR44. Development of US62/Harrisburg to be constructed under 96346						
88908	Stark	STA US 62 00.93 STA US62 SLM 0.93 - 3.96	FY	Phase	Fund Source and Type		Amount (000)	Exempt ODOT Added to TIP May 2013	
			2016 CON	CO Contr	Non-Federal State		\$160.000		
			2016 CON	CO Contr	Federal	Distr. Preserv.	\$640.000		
			2016 CON	CO Engr	Non-Federal State		\$6.400		
			2016 CON	CO Engr	Federal	Distr. Preserv.	\$25.600		
			Resurfacing						

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor	
99979		STA US 0062 00.93	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT	
			2016 CON	CO Contr	Non-Federal State	\$160.000	Added to TIP March 2015		
			2016 CON	CO Contr	Federal Distr. Preserv.	\$640.000			
			2016 CON	CO Engr	Non-Federal State	\$6.400			
			2016 CON	CO Engr	Federal Distr. Preserv.	\$25.600			
		Resurfacing STA-US 62 from 0.93 to 3.96, Minor Bridge Work to SRn 7601591 STA-US 62-3.97 structure over Branch of Middle Fork	Total Estimated Cost:				\$832.000		
88956	Stark	STA US 62 18.70	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT	
		Various Locations along US62	2016 CON	CO Contr	Non-Federal State	\$450.000	Added to TIP May 2013		
			2016 CON	CO Contr	Federal Distr. Preserv.	\$4,050.000			
			2016 CON	CO Engr	Non-Federal State	\$31.500			
			2016 CON	CO Engr	Federal LABR	\$283.500			
		Miscellaneous bridge work to six structures	Total Estimated Cost:				\$4,815.000		

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase					Air Quality Status	Project Sponsor
96346		STA US 62 24.90	FY	Phase	Fund Source and Type		Amount (000)	Non-Exempt	ODOT
			2016 ROW	Acquis	Non-Federal	Local	\$94.000	Added to TIP in August 2013 Move PE to PID 80917 in May 2014	
			2016 ROW	Acquis	Non-Federal	State	\$81.000		
			2016 ROW	Acquis	Federal	HSIP	\$1,575.000		
			2018 CON	CO Contr	Non-Federal	State	\$270.000		
			2018 CON	CO Contr	Federal	Distr. Preserv.	\$518.400		
			2018 CON	CO Contr	Non-Federal	Local	\$180.000		
			2018 CON	CO Contr	Federal	HSIP	\$3,531.600		
			2018 CON	CO Contr	Federal	CMAQ-SCATS	\$2,000.000		
			2018 CON	CO Engr	Non-Federal	State	\$13.500		
			2018 CON	CO Engr	Federal	LABR	\$121.500		
			Total Estimated Cost:					\$8,385.000	
		Realign and reconfigure the intersections of US62, Middlebranch, Harrisburg and 30th Street in Plain Township. Project includes a roundabout at Harrisburg and 30th.							

90973	Stark	STA IR 0077 (9.12) (9.37) STA-IR77 at US-30	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2013 ENG	Dtl Dsgn	Federal	Distr. Preserv.	\$1,000.000		
			2013 ENG	Prel Dev	Federal	Distr. Preserv.	\$750.000		
			2016 CON	CO Contr	Federal	Distr. Preserv.	\$13,500.000		
			2016 CON	CO Contr	Non-Federal	State	\$1,500.000		
			2016 CON	CO Engr	Federal	LABR	\$1,350.000		
			2016 CON	CO Engr	Non-Federal	State	\$150.000		
			Total Estimated Cost:					\$18,250.000	
		Re-deck, widening and painting of two structures							

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase					Air Quality Status	Project Sponsor
88902		STA SR 0153 09.87 SR-153 SLM 9.87 - 14.69	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2016 CON	CO Contr	Non-Federal State		\$270.000	Added to TIP May 2013	
			2016 CON	CO Contr	Federal	Distr. Preserv.	\$1,080.000		
			2016 CON	CO Engr	Non-Federal State		\$0.600		
			2016 CON	CO Engr	Federal	Distr. Preserv.	\$2.400		
			2016 CON	CO Engr	Non-Federal State		\$7.500		
			2016 CON	CO Engr	Federal	LABR	\$30.000		
			Resurfacing/Minor Bridge Work					Total Estimated Cost:	\$1,390.500
90365	Stark	STA SR 0153 00.80 - Mahoning Road Maple Avenue to Grace Avenue	FY	Phase	Fund Source and Type		Amount (000)	Exempt	City of Canton
			2014 ROW	Acquis	Federal	TRAC	\$800.000	SCATS funds allocated in Jan 2009 Additional SCATS funding in June 2010 Add TRAC R/W funding in June 2012 Additional federal/TRAC funds added in Oct 2013 Additional federal/state TRAC for RW in Nov 2013 Move Construction to FY17 in January 2015	
			2014 ROW	Acquis	Non-Federal State		\$200.000		
			2017 CON	CO Contr	Non-Federal State		\$945.000		
			2017 CON	CO Contr	Federal	CMAQ-SCATS	\$419.850		
			2017 CON	CO Contr	Federal	TRAC	\$3,780.000		
			2017 CON	CO Contr	Non-Federal	LNTP	\$3,870.000		
			2017 CON	CO Engr	Non-Federal State		\$105.000		
			2017 CON	CO Engr	Federal	TRAC	\$420.000		
			2017 CON	CO Engr	Federal	CMAQ-SCATS	\$46.650		
			2017 CON	CO Engr	Non-Federal LNTP		\$430.000		
			Streetscape Project to improve traffic flow and safety. Address roadway pavement, curbs, sidewalks, lights and signals					Total Estimated Cost:	\$11,016.500

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
91594	Stark	STA Mahoning Rd. Ph2 Utilities Maple Avenue to Grace	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of Canton
			2013 ENG	Dtl Dsgn	Federal HP	\$499.829	Trac Funding for Construction moved to 2023 TRAC Funding moved back to FY13 & 14 in June 2013 Additional Federal and TRAC Funding added in October 2013 Move Construction to FY17 in January 2015	
			2013 ENG	Prel Dev	Federal HP	\$500.000		
			2014 ROW	Acquis	Federal TRAC	\$1,200.000		
			2014 ROW	Acquis	Non-Federal State	\$300.000		
			2017 CON	CO Contr	Non-Federal State	\$270.000		
			2017 CON	CO Contr	Federal TRAC	\$1,080.000		
			2017 CON	CO Engr	Non-Federal State	\$30.000		
			2017 CON	CO Engr	Federal TRAC	\$120.000		
			Total Estimated Cost:			\$3,999.829		
		Mahoning Road (SR153) Underground conduit installation (Maple to Grace)						
79629	Stark	STA SR 0619 Traffic Study Cleveland Avenue in Uniontown to State Route 43 in Hartville	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2012 ENG	Prel Dev	Non-Federal State	\$250.000	Added to TIP March 2012 Added additional Federal Funds in March 2015	
			2012 ENG	Prel Dev	Federal HP	\$550.000		
			2015 ENG	Dtl Dsgn	Non-Federal State	\$66.501		
			2015 ENG	Prel Dev	Non-Federal State	\$141.096		
			2015 ENG	Prel Dev	Non-Federal State	\$522.336		
			2015 ENG	Prel Dev	Federal Distr. Preserv.	\$284.052		
			2015 ENG	Prel Dev	Federal HP	\$202.655		
			2015 ENG	Prel Dev	Federal HP	\$613.928		
			Total Estimated Cost:			\$2,630.568		
		Study and Design of SR619 Improvements in Lake Twp/Hartville						

SCATS FY 2016-2019 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor	
93172	Stark	STA SR 0619 02.59 Kaufman Avenue in Lake Twp to Milan St. in Hartville	FY	Phase	Fund Source and Type		Amount (000)	Non-Exempt	Stark TID
			2012 ENG	Prel Dev	Non-Federal State		\$116.558	Added to TIP for Prelim Eng in June 2012 Add 2014-17 TIP Funds in Oct 2012 Add ODOT Safety Funds in June 2014	
			2015 ROW	Acquis	Non-Federal State		\$1,200.000		
			2017 CON	CO Contr	Federal	STP-SCATS	\$500.000		
			2017 CON	CO Contr	Non-Federal State		\$1,627.500		
			2017 CON	CO Contr	Federal	CMAQ-SCATS	\$3,000.000		
			2017 CON	CO Contr	Federal	HSIP	\$3,172.500		
			2017 CON	CO Contr	Federal	SIB - Fed	\$1,600.000		
			2017 CON	CO Engr	Non-Federal State		\$90.000		
			2017 CON	CO Engr	Non-Federal SIB		\$360.000		
		Widening and Intersection improvements along SR 619 in Lake Township and Hartville	Total Estimated Cost:		\$11,666.558				
88905	Stark	STA SR 0687 01.19 SR 687 SLM 1.19 - 2.57	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2017 CON	CO Contr	Non-Federal State		\$180.000	Added to TIP May 2013	
			2017 CON	CO Contr	Federal	Distr. Preserv.	\$720.000		
			2017 CON	CO Engr	Non-Federal State		\$7.200		
			2017 CON	CO Engr	Federal	LABR	\$28.800		
					Resurfacing	Total Estimated Cost:			\$936.000

Dist	PID	Project Name (ie CRS)	Cnty	Project Description	MPO	Ph	Subphase	STIP Phase Estimate	SFY	SAC	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	Line Item # Fed	Line Item # St.
4	97488	TRU Culverts FY2016 Various	TRU	Bridge replacement of SFN# 7801653 (TRU-SR7-25.11). Culvert replacement of CFN 780450360 (TRU-SR45-18.13). Bridge replacement of SFN# 7805497 (TRU-SR87-12.71).	EASTGAT E	CO	CO Contr	\$350,000	2016	4PS7	Bridge Replacement	002	State Funds (002)	Air Quality Exempt		16
4	97488					CO	CO Contr	\$525,000	2016	4PS7		002	State Funds (002)			32
4	97620	TRU SR 0011 03.45	TRU	Resurfacing TRU-SR 11 from 3.45 to 7.64, minor bridge work to SFN 7801742 TRU-SR 11-6.84 over Liberty Lake.	EASTGAT E	CO	CO Contr	\$3,560,000	2017	4PF7	Minor Rehabilitation - Pavement Prmy Sys	M001	National Hwy Performance Prgm	Air Quality Exempt		32
4	97620					CO	CO Contr	\$890,000	2017	4PS7		002	State Funds (002)		32	
4	97620					CO	CO Contr	\$40,000	2017	4PF7		M001	National Hwy Performance Prgm			32
4	97620					CO	CO Contr	\$10,000	2017	4PS7		002	State Funds (002)		32	
4	97620					CO	CO Engr	\$2,800	2017	LABR		M001	National Hwy Performance Prgm			32
4	97620					CO	CO Engr	\$700	2017	LABR		002	Labor - State Match			
4	97620					CO	CO Engr	\$106,800	2017	LABR		M001	National Hwy Performance Prgm			
4	97620					CO	CO Engr	\$26,700	2017	LABR		002	Labor - State Match			
4	99594	TRU Commonwealth Ave (TR-652)	TRU	Resurfacing of Commonwealth Ave NE including turning radius improvements at both Phoenix Road and North River Road intersections. Also includes the following prior to resurfacing...clearing the R/W and moving ditches away from the road, storm drainage imp	EASTGAT E	CO	CO Contr	\$194,128	2016	4D37	Mill and Fill	M240	STP	Air Quality Exempt		
4	99594					CO	CO Engr	\$21,572	2016	4D37		M240	STP		9	
4	99726	TRU Sunside Trailhead	TRU	Repairing the front parking area at the Sunside Trailhead, part of the Trumbull County Metropark District.	EASTGAT E	CO	CO Contr	\$25,000	2016	4BW7	Parks	002	State Funds (002)	Air Quality Exempt	9	
4	99726					CO	CO Engr	\$2,500	2016	LABR		002	Labor - State Match			99
4	95372	D04 BP FY 2018	D04	Bridge painting of sfn#6701450, POR-SR44-5.03, sfn#7605854, STA-SR212-1.06, sfn#7605927, STA-SR225-0.59, and sfn#7606036, STA-SR241-0.01, Stark County, Ohio.	SCATS	CO	CO Contr	\$200,000	2018	4PF7	Bridge Painting	XXXXX	Un-Assigned Federal	Air Quality Exempt		
4	95372					CO	CO Contr	\$50,000	2018	4PS7		002	State Funds (002)		32	
4	95372					CO	CO Contr	\$1,400,000	2018	4PF7		XXXXX	Un-Assigned Federal			32
4	95372					CO	CO Contr	\$350,000	2018	4PS7		002	State Funds (002)		32	
4	95372					CO	CO Engr	\$96,000	2018	LABR		XXXXX	Un-Assigned Federal Labor			32
4	95372					CO	CO Engr	\$24,000	2018	LABR		002	Labor - State Match			
4	95372					CO	CO Engr	\$13,600	2018	LABR		XXXXX	Un-Assigned Federal Labor			
4	95372					CO	CO Engr	\$3,400	2018	LABR		002	Labor - State Match			

Dist	PID	Project Name (ie CRS)	Cnty	Project Description	MPO	Ph	Subphase	STIP Phase Estimate	SFY	SAC	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	Line Item # Fed	Line Item # St.
4	77887	STA US 0030 13.10	STA	Minor Rehabilitation. Miscellaneous bridge work.	SCATS	CO	CO Contr	\$4,800,000	2016	4PF7	Minor Rehabilitation - Pavement Prmy Sys	H050	National Highway System	Air Quality Exempt		
4	77887					CO	CO Contr	\$1,200,000	2016	4PS7		002	State Funds (002)		32	
4	77887					CO	CO Contr	\$12,400,000	2016	4PF7		H050	National Highway System			32
4	77887					CO	CO Contr	\$3,100,000	2016	4PS7		002	State Funds (002)		32	
4	77887					CO	CO Contr	\$400,000	2016	4PF7		H050	National Highway System			32
4	77887					CO	CO Contr	\$100,000	2016	4PS7		002	State Funds (002)		32	
4	77887					CO	CO Engr	\$144,000	2016	LABR		H050	National Highway System			32
4	77887					CO	CO Engr	\$36,000	2016	LABR		002	Labor - State Match			
4	77887					CO	CO Engr	\$12,000	2016	LABR		H050	National Highway System			
4	77887					CO	CO Engr	\$3,000	2016	LABR		002	Labor - State Match			
4	77887					CO	CO Engr	\$384,000	2016	LABR		H050	National Highway System			
4	77887					CO	CO Engr	\$96,000	2016	LABR		002	Labor - State Match			
4	81640	STA SR 0021 13.67	STA	Resurfacing, with minor bridge work.	SCATS	CO	CO Contr	\$400,000	2017	4PF7	Minor Rehabilitation - Pavement Prmy Sys	M001	National Hwy Performance Prgm	Air Quality Exempt		
4	81640					CO	CO Contr	\$100,000	2017	4PS7		002	State Funds (002)		32	
4	81640					CO	CO Contr	\$5,700,000	2017	4PF7		M001	National Hwy Performance Prgm			32
4	81640					CO	CO Contr	\$1,425,000	2017	4PS7		002	State Funds (002)		32	
4	81640					CO	CO Contr	\$60,000	2017	4PF7		M232	STP			32
4	81640					CO	CO Contr	\$15,000	2017	4PS7		002	State Funds (002)		32	
4	81640					CO	CO Engr	\$1,800	2017	4PF7		M232	STP			32
4	81640					CO	CO Engr	\$450	2017	4PS7		002	State Funds (002)		32	
4	81640					CO	CO Engr	\$12,000	2017	4PF7		M001	National Hwy Performance Prgm			32
4	81640					CO	CO Engr	\$3,000	2017	4PS7		002	State Funds (002)		32	
4	81640					CO	CO Engr	\$171,000	2017	4PF7		M001	National Hwy Performance Prgm			32
4	81640					CO	CO Engr	\$42,750	2017	4PS7		002	State Funds (002)		32	
4	84627	STA US 0030 06.03	STA	Resurfacing of US-30 with minor bridge work.	SCATS	CO	CO Contr	\$5,680,000	2017	4PF7	Minor Rehabilitation - Pavement Prmy Sys	M001	National Hwy Performance Prgm	Air Quality Exempt		32
4	84627					CO	CO Contr	\$1,420,000	2017	4PS7		002	State Funds (002)		32	
4	84627					CO	CO Engr	\$170,400	2017	4PF7		M001	National Hwy Performance Prgm			32
4	84627					CO	CO Engr	\$42,600	2017	4PS7		002	State Funds (002)		32	
4	84653	STA SR 0021 08.25	STA	Resurfacing. Minor bridge work.	SCATS	CO	CO Contr	\$2,560,000	2018	4PF7	Minor Rehabilitation - Pavement Prmy Sys	M001	National Hwy Performance Prgm	Air Quality Exempt		32

Dist	PID	Project Name (ie CRS)	Cnty	Project Description	MPO	Ph	Subphase	STIP Phase Estimate	SFY	SAC	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	Line Item # Fed	Line Item # St.
4	84653					CO	CO Contr	\$640,000	2018	4PS7		002	State Funds (002)		32	
4	84653					CO	CO Engr	\$76,800	2018	4PF7		M001	National Hwy Performance Prgm			32
4	84653					CO	CO Engr	\$19,200	2018	4PS7		002	State Funds (002)		32	
4	84654	STA US 0062 22.19	STA	Resurfacing STA-US 62 from 22.19 to 24.90 and STA-US 62T from 0.00 to 4.67, Minor Bridge work to the following structures...SFN 7602510 62T 4.25R, SFN 7602502 62T 4.25L, SFN 7602316 62 22.43R, SFN 7602286 62 22.44L, SFN 7602375 62 23.69L, SFN 7602405 62 2	SCATS	CO	CO Contr	\$400,000	2018	4PF7	Minor Rehabilitation - Pavement Prmy Sys	XXXXX	Un-Assigned Federal	Air Quality Exempt		32
4	84654					CO	CO Contr	\$100,000	2018	4PS7		002	State Funds (002)		32	
4	84654					CO	CO Contr	\$5,680,000	2018	4PF7		M001	National Hwy Performance Prgm			32
4	84654					CO	CO Contr	\$1,420,000	2018	4PS7		002	State Funds (002)		32	
4	84654					CO	CO Engr	\$170,400	2018	LABR		XXXXX	Un-Assigned Federal Labor			32
4	84654					CO	CO Engr	\$42,600	2018	LABR		002	Labor - State Match			
4	84654					CO	CO Engr	\$28,000	2018	LABR		XXXXX	Un-Assigned Federal Labor			
4	84654					CO	CO Engr	\$7,000	2018	LABR		002	Labor - State Match			
4	87284	STA US 0030 00.00	STA	Resurfacing. Miscellaneous bridge work. Median catch basin repair.	SCATS	CO	CO Contr	\$4,800,000	2019	4PF7	Minor Rehabilitation - Pavement Prmy Sys	XXXXX	Un-Assigned Federal	Air Quality Exempt		
4	87284					CO	CO Contr	\$1,200,000	2019	4PS7		002	State Funds (002)		32	
4	87284					CO	CO Engr	\$480,000	2019	LABR		XXXXX	Un-Assigned Federal Labor			32
4	87284					CO	CO Engr	\$120,000	2019	LABR		002	Labor - State Match			
4	88896	STA SR 0044 13.69	STA	Resurfacing, with miscellaneous bridge work.	SCATS	CO	CO Contr	\$510,000	2017	4PF7	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	Air Quality Exempt		
4	88896					CO	CO Contr	\$127,500	2017	4PS7		002	State Funds (002)		32	
4	88896					CO	CO Contr	\$510,000	2017	4PF7		M001	National Hwy Performance Prgm			32
4	88896					CO	CO Contr	\$127,500	2017	4PS7		002	State Funds (002)		32	
4	88896					CO	CO Contr	\$580,000	2017	4PF7		M001	National Hwy Performance Prgm			32
4	88896					CO	CO Contr	\$145,000	2017	4PS7		002	State Funds (002)		32	
4	88896					CO	CO Engr	\$15,300	2017	LABR		M232	STP			32
4	88896					CO	CO Engr	\$3,825	2017	LABR		002	Labor - State Match			
4	88896					CO	CO Engr	\$17,400	2017	4PF7		M001	National Hwy Performance Prgm			
4	88896					CO	CO Engr	\$4,350	2017	4PS7		002	State Funds (002)		32	
4	88896					CO	CO Engr	\$15,300	2017	4PF7		M001	National Hwy Performance Prgm			32
4	88896					CO	CO Engr	\$3,825	2017	4PS7		002	State Funds (002)		32	

Dist	PID	Project Name (ie CRS)	Cnty	Project Description	MPO	Ph	Subphase	STIP Phase Estimate	SFY	SAC	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	Line Item # Fed	Line Item # St.
4	88902	STA SR 0153 09.87	STA	Resurfacing. Minor bridge work.	SCATS	CO	CO Contr	\$80,000	2016	4PF7	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	Air Quality Exempt		32
4	88902					CO	CO Contr	\$20,000	2016	4PS7		002	State Funds (002)		32	
4	88902					CO	CO Contr	\$1,000,000	2016	4PF7		M232	STP			32
4	88902					CO	CO Contr	\$250,000	2016	4PS7		002	State Funds (002)		32	
4	88902					CO	CO Engr	\$2,400	2016	4PF7		M232	STP			32
4	88902					CO	CO Engr	\$600	2016	4PS7		002	State Funds (002)		32	
4	88902					CO	CO Engr	\$30,000	2016	LABR		M232	STP			32
4	88902					CO	CO Engr	\$7,500	2016	LABR		002	Labor - State Match			
4	88905	STA SR 0687 01.19	STA	Resurfacing.	SCATS	CO	CO Contr	\$720,000	2017	4PF7	Minor Rehabilitation - Pavement Gnrl Sys	M240	STP	Air Quality Exempt		
4	88905					CO	CO Contr	\$180,000	2017	4PS7		002	State Funds (002)		32	
4	88905					CO	CO Engr	\$28,800	2017	LABR		M240	STP			32
4	88905					CO	CO Engr	\$7,200	2017	LABR		002	Labor - State Match			
4	88907	STA US 0030 19.16	STA	Resurfacing.	SCATS	CO	CO Contr	\$520,000	2016	4PF7	Minor Rehabilitation - Pavement Gnrl Sys	M240	STP	Air Quality Exempt		
4	88907					CO	CO Contr	\$130,000	2016	4PS7		002	State Funds (002)		32	
4	88907					CO	CO Engr	\$20,800	2016	LABR		M240	STP			32
4	88907					CO	CO Engr	\$5,200	2016	LABR		002	Labor - State Match			
4	88908	STA US 0062 04.55	STA	Bridge superstructure replacements to SFN 7601948 STA-62-4.55 and SFN 7601965 STA-62-4.60, Minor bridge work to SFN 7601999 STA-62-4.68 all 3 structures over the Branch of Sugar Creek.	SCATS	CO	CO Contr	\$560,000	2016	4PF7	Bridge Deck Replacement	M232	STP	Air Quality Exempt		
4	88908					CO	CO Contr	\$140,000	2016	4PS7		002	State Funds (002)		32	
4	88908					CO	CO Engr	\$56,000	2016	LABR		M232	STP			32
4	88908					CO	CO Engr	\$14,000	2016	LABR		002	Labor - State Match			
4	88956	STA US 0062 18.70	STA	Miscellaneous bridge work to three structures.	SCATS	CO	CO Contr	\$3,150,000	2017	4PF7	Bridge Deck Replacement	M001	National Hwy Performance Prgm	Air Quality Exempt		
4	88956					CO	CO Contr	\$350,000	2017	4PS7		002	State Funds (002)		32	
4	88956					CO	CO Engr	\$283,500	2017	LABR		M001	National Hwy Performance Prgm			32
4	88956					CO	CO Engr	\$31,500	2017	LABR		002	Labor - State Match			
4	90538	STA Long line PM FY 2016	STA	Pavement markings.	SCATS	CO	CO Contr	\$100,000	2016	4HB7	Pavement Marking	MS30	Highway Safety Imp Prog	Air Quality Exempt		
4	90538					CO	CO Contr	\$35,000	2016	4HB7		MS30	Highway Safety Imp Prog		16	
4	90538					CO	CO Engr	\$10,000	2016	4HB7		MS30	Highway Safety Imp Prog		16	
4	90538					CO	CO Engr	\$5,000	2016	4HB7		MS30	Highway Safety Imp Prog		16	

Dist	PID	Project Name (ie CRS)	Cnty	Project Description	MPO	Ph	Subphase	STIP Phase Estimate	SFY	SAC	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	Line Item # Fed	Line Item # St.
4	90973	STA IR 0077 (9.12)(9.37)	STA	Rehabilitation, widening, and painting of three structures. Includes major erosion repair at SLM 9.46.	SCATS	CO	CO Contr	\$1,125,000	2018	4SF7	Bridge Deck Replacement	L01E	Interstate Maintenance	Air Quality Exempt	16	
4	90973					CO	CO Contr	\$125,000	2018	4SS7		002	State Funds (002)		11	
4	90973					CO	CO Contr	\$13,500,000	2018	4PF7		M001	National Hwy Performance Prgm			11
4	90973					CO	CO Contr	\$1,500,000	2018	4PS7		002	State Funds (002)		32	
4	90973					CO	CO Engr	\$78,750	2018	LABR		L01E	Interstate Maintenance			32
4	90973					CO	CO Engr	\$8,750	2018	LABR		002	Labor - State Match			
4	90973					CO	CO Engr	\$945,000	2018	LABR		M001	National Hwy Performance Prgm			
4	90973					CO	CO Engr	\$105,000	2018	LABR		002	Labor - State Match			
4	90973	STA IR 0077 (9.12)(9.37)	STA	Rehabilitation, widening, and painting of three structures. Includes major erosion repair at SLM 9.46.	SCATS	PE	Dtl Dsgn	\$1,000,000	2016	4PS7	Bridge Deck Replacement	002	State Funds (002)	Air Quality Exempt		
4	91972	STA 3rd Street SE Bridge	STA	Superstructure replacement. Rehab the existing substructure and approaches.	SCATS	CO	CO Contr	\$412,560	2017	4R87	Bridge Repair	L1CE	Bridge	Air Quality Exempt		32
4	91972					CO	CO Contr	\$103,140	2017	LNTP		LNTP	Local Match		16	
4	91972					CO	CO Engr	\$45,840	2017	4R87		L1CE	Bridge			
4	91972					CO	CO Engr	\$11,460	2017	LNTP		LNTP	Local Match		16	
4	94122	STA SR 0241 00.00	STA	Resurfacing of STA SR 241 from SLM 0.00 to 3.50. Bridge re-deck of SFN 7606036 SR 241 SLM 0.33 over Sugar Creek and Bridge Maintenance SFN 7606052 SR 241 SLM 1.68 over Elm Run.	SCATS	CO	CO Contr	\$800,000	2017	4PF7	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	Air Quality Exempt		
4	94122					CO	CO Contr	\$200,000	2017	4PS7		002	State Funds (002)		32	
4	94122					CO	CO Contr	\$480,000	2017	4PF7		M232	STP			32
4	94122					CO	CO Contr	\$120,000	2017	4PS7		002	State Funds (002)		32	
4	94122					CO	CO Engr	\$14,400	2017	4PF7		M232	STP			32
4	94122					CO	CO Engr	\$3,600	2017	4PS7		002	State Funds (002)		32	
4	94122					CO	CO Engr	\$24,000	2017	4PF7		M232	STP			32
4	94122					CO	CO Engr	\$6,000	2017	4PS7		002	State Funds (002)		32	
4	94125	STA SR 0236 00.00	STA	Resurfacing of STA SR 236 from SLM 0.00 to 5.50 (0.00 to 0.41 in the City of Massillon). Bridge Maintenance SFN 7605994 STA SR 236 SLM 3.22 over Mudbrook Creek.	SCATS	CO	CO Contr	\$80,000	2017	4PF7	Minor Rehabilitation - Pavement Gnrl Sys	M240	STP	Air Quality Exempt		32
4	94125					CO	CO Contr	\$20,000	2017	4BG7		002	Local Match		32	
4	94125					CO	CO Contr	\$1,120,000	2017	4PF7		M240	STP			
4	94125					CO	CO Contr	\$280,000	2017	4PS7		002	State Funds (002)		32	
4	94125					CO	CO Contr	\$6,800	2017	4PF7		M240	STP			32
4	94125					CO	CO Contr	\$1,700	2017	4PS7		002	State Funds (002)		32	
4	94125					CO	CO Engr	\$4,000	2017	LABR		M240	STP			32
4	94125					CO	CO Engr	\$1,000	2017	LABR		002	Labor - Local Match			
4	94125					CO	CO Engr	\$36,000	2017	4PF7		M240	STP			

Dist	PID	Project Name (ie CRS)	Cnty	Project Description	MPO	Ph	Subphase	STIP Phase Estimate	SFY	SAC	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	Line Item # Fed	Line Item # St.
4	94125					CO	CO Engr	\$9,000	2017	4PS7		002	State Funds (002)		32	
4	94125					CO	CO Engr	\$204	2017	4PF7		M240	STP			32
4	94125					CO	CO Engr	\$51	2017	4PS7		002	State Funds (002)		32	
4	94127	STA US 0062 35.72	STA	Resurfacing of STA US 62 from SLM 35.72 to 36.45 (36.02 to 36.45 in the City of Alliance). Bridge Maintenance SFN 7602944 US SLM 35.91 over Norfolk Southern RR.	SCATS	CO	CO Contr	\$440,000	2018	4PF7	Minor Rehabilitation - Pavement Gnrl Sys	M001	National Hwy Performance Prgm	Air Quality Exempt		32
4	94127					CO	CO Contr	\$110,000	2018	4PS7		002	State Funds (002)		32	
4	94127					CO	CO Contr	\$416,000	2018	4PF7		M001	National Hwy Performance Prgm			32
4	94127					CO	CO Contr	\$104,000	2018	4PS7		002	State Funds (002)		32	
4	94127					CO	CO Engr	\$16,640	2018	4PF7		M001	National Hwy Performance Prgm			32
4	94127					CO	CO Engr	\$4,160	2018	4PS7		002	State Funds (002)		32	
4	94127					CO	CO Engr	\$17,600	2018	4PF7		M001	National Hwy Performance Prgm			32
4	94127					CO	CO Engr	\$4,400	2018	4PS7		002	State Funds (002)		32	
4	94129	STA SR 0044 14.48	STA	Resurfacing of STA SR 44 from SLM 14.48 to 19.41. Bridge Maintenance SFN 7601875 SR 44 SLM 18.43 over Reed Ditch.	SCATS	CO	CO Contr	\$320,000	2018	4PF7	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	Air Quality Exempt		32
4	94129					CO	CO Contr	\$80,000	2018	4PS7		002	State Funds (002)		32	
4	94129					CO	CO Contr	\$18,400	2018	4PF7		M232	STP			32
4	94129					CO	CO Contr	\$4,600	2018	4PS7		002	State Funds (002)		32	
4	94129					CO	CO Contr	\$800,000	2018	4PF7		M001	National Hwy Performance Prgm			32
4	94129					CO	CO Contr	\$200,000	2018	4PS7		002	State Funds (002)		32	
4	94129					CO	CO Engr	\$552	2018	4PF7		M232	STP			32
4	94129					CO	CO Engr	\$138	2018	4PS7		002	State Funds (002)		32	
4	94129					CO	CO Engr	\$9,600	2018	4PF7		M232	STP			32
4	94129					CO	CO Engr	\$2,400	2018	4PS7		002	State Funds (002)		32	
4	94129					CO	CO Engr	\$24,000	2018	4PF7		M001	National Hwy Performance Prgm			32
4	94129					CO	CO Engr	\$6,000	2018	4PS7		002	State Funds (002)		32	
4	95365	STA SR 0093 14.44	STA	Superstructure replacement of sfn#7605056, STA-SR93-14.44, in Lawrence Township, Stark County, Ohio.	SCATS	CO	CO Contr	\$400,000	2019	4PS7	Bridge Repair	002	State Funds (002)	Air Quality Exempt		32
4	95365					CO	CO Engr	\$40,000	2019	LABR		002	Labor - State Match			32
4	95369	STA SR 21/172 4.46/4.20	STA	Replacement of two structures, sfn#7600062 at STA-SR21-4.46 adn sfn#7600720 at STA-SR172-4.20, in Stark County, Ohio.	SCATS	CO	CO Contr	\$880,000	2019	4PF7	Bridge Replacement	M231	STP	Air Quality Exempt		
4	95369					CO	CO Contr	\$220,000	2019	4PS7		002	State Funds (002)		32	
4	95369					CO	CO Engr	\$60,000	2019	LABR		XXXX	Un-Assigned Federal Labor			32
4	95369					CO	CO Engr	\$15,000	2019	LABR		002	Labor - State Match			

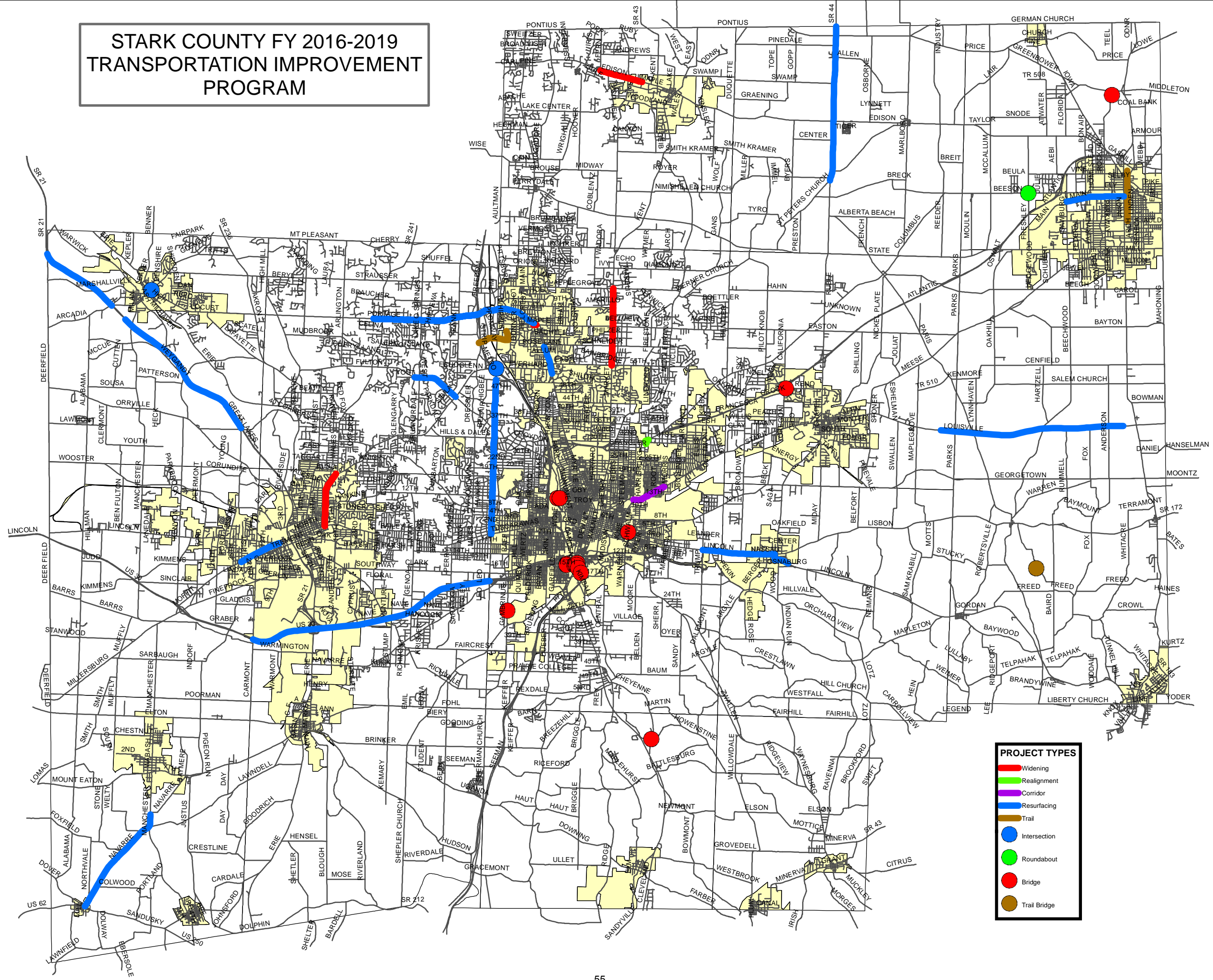
Dist	PID	Project Name (ie CRS)	Cnty	Project Description	MPO	Ph	Subphase	STIP Phase Estimate	SFY	SAC	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	Line Item # Fed	Line Item # St.
4	95369	STA SR 21/172 4.46/4.20	STA	Replacement of two structures, sfn#7600062 at STA-SR21-4.46 adn sfn#7600720 at STA-SR172-4.20, in Stark County, Ohio.	SCATS	RW	Acquis	\$10,000	2017	4PS7	Bridge Replacement	002	State Funds (002)	Air Quality Exempt		
4	96671	STA SR 93/212 0.00/0.00	STA	Resurface STA SR 93 from 0.00 to 3.36 and 3.72 to 5.84, Minor Bridge work to SFN 7604831 STA-SR 93-4.34 over Sugar Creek, no bridge work to SFN 7604866 STA-SR 93-5.25 under Wheeling and Lake Erie RR; Resurface STA SR 212 from 0.00 to 2.38, minor bridge wo	SCATS	CO	CO Contr	\$1,764,000	2019	4PF7	Minor Rehabilitation - Pavement Gnrl Sys	XXXXX	Un-Assigned Federal	Air Quality Exempt		32
4	96671					CO	CO Contr	\$441,000	2019	4PS7		002	State Funds (002)		32	
4	96671					CO	CO Contr	\$56,000	2019	4PF7		XXXXX	Un-Assigned Federal			32
4	96671					CO	CO Contr	\$14,000	2019	4PS7		002	State Funds (002)		32	
4	96671					CO	CO Engr	\$3,920	2019	LABR		XXXXX	Un-Assigned Federal Labor			32
4	96671					CO	CO Engr	\$980	2019	LABR		002	Labor - State Match			
4	96671					CO	CO Engr	\$52,920	2019	LABR		XXXXX	Un-Assigned Federal Labor			
4	96671					CO	CO Engr	\$13,230	2019	LABR		002	Labor - State Match			
4	96725	FACD04 STA FS Cold Stor	STA	Stark County Main Garage, addition to back of garage to gain vehicle storage space or building 6 Bay Cold Storage along back fence.	SCATS	CO	CO Contr	\$350,000	2018	LBP7	Buildings - Mix Shed,etc.	002	State Funds (002)	Air Quality Exempt		
4	96725	FACD04 STA FS Cold Stor	STA	Stark County Main Garage, addition to back of garage to gain vehicle storage space or building 6 Bay Cold Storage along back fence.	SCATS	PE	PE Engr	\$50,000	2017	LBP7	Buildings - Mix Shed,etc.	002	State Funds (002)	Air Quality Exempt		99
4	96726	FACD04 STA CS OY CNG Stn	STA	Stark County Canton South Garage, partner with the City of Canton - CNG station supplied by the City of Canton with ODOT possibly building a Salt Storage Facility - currently in preliminary discussion phase.	SCATS	CO	CO Contr	\$500,000	2019	LBP7	Buildings - Mix Shed,etc.	002	State Funds (002)	Air Quality Exempt		99
4	96726	FACD04 STA CS OY CNG Stn	STA	Stark County Canton South Garage, partner with the City of Canton - CNG station supplied by the City of Canton with ODOT possibly building a Salt Storage Facility - currently in preliminary discussion phase.	SCATS	PE	PE Engr	\$25,000	2018	LBP7	Buildings - Mix Shed,etc.	002	State Funds (002)	Air Quality Exempt		99

Dist	PID	Project Name (ie CRS)	Cnty	Project Description	MPO	Ph	Subphase	STIP Phase Estimate	SFY	SAC	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	Line Item # Fed	Line Item # St.
4	96909	STA Reno Drive Bridge	STA	Superstructure replacement, repair and/or modification of abutments, and new railing of structure over the Nimishillen Creek, City of Louisville, Stark County, Ohio.	SCATS	CO	CO Contr	\$277,200	2017	4R87	Bridge Repair	M233	Bridge	Air Quality Exempt		99
4	96909					CO	CO Contr	\$69,300	2017	4BG7		002	Local Match		16	
4	96909					CO	CO Engr	\$27,720	2017	LABR		M233	Bridge			
4	96909					CO	CO Engr	\$6,930	2017	LABR		002	Labor - Local Match			
4	97153	STA CR 283 (Howenstine Bridge)	STA	Replace Howenstine Drive Bridge over Nimishillen Creek. Possible bridge and intersection realignment at Howenstine Drive and East Sparta Avenue.	SCATS	CO	CO Contr	\$1,053,360	2017	4B87	Bridge Replacement	L11E	Bridge	Air Quality Exempt		
4	97153					CO	CO Contr	\$263,340	2017	LNTD		LNTD	Local Match		16	
4	97153					CO	CO Engr	\$117,040	2017	4B87		L11E	Bridge			
4	97153					CO	CO Engr	\$29,260	2017	LNTD		LNTD	Local Match		16	
4	97159	STA Local GR FY 2018	STA	Replacing substandard bridge guardrail throughout Stark County (FY 2018)	SCATS	CO	CO Contr	\$180,000	2018	4HB7	Guardrail Maintenance/Repair (NEW)	MS30	Highway Safety Imp Prog	Air Quality Exempt		
4	97159					CO	CO Engr	\$20,000	2018	4HB7		MS30	Highway Safety Imp Prog		16	
4	97160	STA Local GR FY 2016	STA	Replace substandard bridge end terminals throughout Stark County	SCATS	CO	CO Contr	\$270,000	2016	4HB7	Guardrail Maintenance/Repair (NEW)	MS30	Highway Safety Imp Prog	Air Quality Exempt	16	
4	97160					CO	CO Engr	\$30,000	2016	4HB7		MS30	Highway Safety Imp Prog		16	
4	97161	STA Local PM FY 2018	STA	643 Polyester long line pavement marking on various routes throughout Stark County	SCATS	CO	CO Contr	\$135,000	2018	4HB7	Pavement Marking	XXXXX	Un-Assigned Federal	Air Quality Exempt	16	
4	97161					CO	CO Engr	\$15,000	2018	4HB7		XXXXX	Un-Assigned Federal		16	
4	97410	STA TR 118/TR 196/MR 1400 OPBB	STA	FY 2015 Ohio bridge partnership program...replace the following structures:SFN 7633904 STA-TR 118-6.05 Freed St SE over Hogle RunSFN 7670907 STA-TR 196-0.06 Easthill St SE over W Branch Nimishillen Creek (City of North Canton)SFN 7666187 STA-MR 1400-0.55	SCATS	CO	CO Contr	\$335,000	2016	7BP7	Bridge Replacement	045	Garvee Bond-Fund 045-Longtm AC	Air Quality Exempt	16	
4	97410					CO	CO Contr	\$450,000	2016	5MP7		L1CE	Bridge			16
4	97410					CO	CO Contr	\$400,000	2016	5MP7		M240	STP		16	
4	97410					CO	CO Engr	\$37,975	2016	LABR		L1CE	Bridge		16	
4	97410					CO	CO Engr	\$33,755	2016	LABR		M240	STP			
4	97410					CO	CO Engr	\$28,270	2016	LABR		L11E	Bridge			

Dist	PID	Project Name (ie CRS)	Cnty	Project Description	MPO	Ph	Subphase	STIP Phase Estimate	SFY	SAC	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	Line Item # Fed	Line Item # St.
4	97410	STA TR 118/TR 196/MR 1400 OPBB	STA	FY 2015 Ohio bridge partnership program....replace the following structures:SFN 7633904 STA-TR 118-6.05 Freed St SE over Hugle RunSFN 7670907 STA-TR 196-0.06 Easthill St SE over W Branch Nimishillen Creek (City of North Canton)SFN 7666187 STA-MR 1400-0.55	SCATS	PE	Dtl Dsgn	\$40,000	2016	5MP7	Bridge Replacement	M240	STP	Air Quality Exempt		
4	97410					PE	Dtl Dsgn	\$45,000	2016	5MP7		M240	STP		16	
4	97410					PE	Dtl Dsgn	\$33,500	2016	7BP7		045	Garvee Bond-Fund 045-Longtm AC		16	
4	97487	STA Culverts FY2016 Various	STA	Culvert replacements of CFN 760620110 STA-62-1.98, CFN 760440100 STA-44-2.03, CFN 760930190 STA-93-7.85, CFN 761730050 STA-173-0.80, STA-183-10.71	SCATS	CO	CO Contr	\$390,000	2016	4PS7	Culvert Construction/Reconstr/Repair	002	State Funds (002)	Air Quality Exempt		16
4	97487					CO	CO Engr	\$39,000	2016	LABR		002	Labor - State Match			32
4	99566	STA US 0030 14.87	STA	Repair and seal spalled abutment joint, install lateral restraint at piers and install abutment end diaphragm. In the City of Canton, Stark County, Ohio.	SCATS	CO	CO Contr	\$100,000	2016	4PS7	Bridge Repair	002	State Funds (002)	Air Quality Exempt		
4	99566					CO	CO Engr	\$7,000	2016	LABR		002	Labor - State Match			32
4	99620	FACD04 STA Canal Fulton OY	STA	Construction of a 3,000 ton salt coverall (60'x100') with brine tank pads on north side of building, 3 bay cold storage building (32'x48), Loader lean-to (16'x20') with electric for a block heater and lights, 840' of fencing, 50' gate and 20' gate. All d	SCATS	CO	CO Contr	\$1,400,000	2017	LBN7	Buildings - Mix Shed,etc.	002	State Funds (002)	Air Quality Exempt		
4	99620					CO	CO Engr	\$140,000	2017	LABR		002	Labor - State Match			99
4	99798	STA Culverts FY2018 Various	STA	Replace the following culverts; CFN 760430460 STA-43-21.01, CFN 760620160 STA-62-3.01, CFN 760930100 STA-93-03.92, CFN 761730140 STA-173-03.50, CFN 761830430 STA-183-11.30 and CFN 766190240 STA-619-06.27.	SCATS	CO	CO Contr	\$500,000	2018	4PS7	Culvert Construction/Reconstr/Repair	002	State Funds (002)	Air Quality Exempt		
4	99798					CO	CO Engr	\$50,000	2018	4PS7		002	State Funds (002)			32
4	99948	STA Perry Dr/Jackson Ave	STA	Installing traffic signal on Perry Drive at Jackson Avenue intersection. Includes adding westbound left turn lane on Perry Drive and northbound left and right turn lanes on Jackson Ave. Includes lighting and guardrail work.	SCATS	CO	CO Contr	\$1,168,560	2019	4HB7	Intersection Improvement	XXXXX	Un-Assigned Federal	Air Quality Exempt		32

Dist	PID	Project Name (ie CRS)	Cnty	Project Description	MPO	Ph	Subphase	STIP Phase Estimate	SFY	SAC	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	Line Item # Fed	Line Item # St.
4	99948					CO	CO Contr	\$292,140	2019	LNTF		LNTF	Local Match		16	
4	99948					CO	CO Engr	\$129,840	2019	4HB7		XXXXX	Un-Assigned Federal			
4	99948					CO	CO Engr	\$32,460	2019	LNTF		LNTF	Local Match		16	
4	99950	STA GR FY 2019 Various	STA	Replace/extend approximately 6,000 ft of guardrail on various county routes within Stark County.	SCATS	CO	CO Contr	\$180,000	2019	4HB7	Guardrail Maintenance/Rep air (NEW)	XXXXX	Un-Assigned Federal	Air Quality Exempt		
4	99950					CO	CO Engr	\$20,000	2019	4HB7		XXXXX	Un-Assigned Federal		16	
4	99951	STA PM FY 2019 Various	STA	Re-striping various county routes in Stark County.	SCATS	CO	CO Contr	\$135,000	2019	4HB7	Pavement Marking	XXXXX	Un-Assigned Federal	Air Quality Exempt	16	
4	99951					CO	CO Engr	\$15,000	2019	4HB7		XXXXX	Un-Assigned Federal		16	
4	99979	STA US 0062 00.93	STA	Resurfacing STA-US 62 from 0.93 to 3.96, Minor Bridge work to SFN 7601891 STA-US 62-3.97 structure over Branch of Middle Fork.	SCATS	CO	CO Contr	\$640,000	2016	4PF7	Minor Rehabilitation - Pavement Gnrl Sys	M232	STP	Air Quality Exempt	16	
4	99979					CO	CO Contr	\$160,000	2016	4PS7		002	State Funds (002)		32	
4	99979					CO	CO Engr	\$25,600	2016	LABR		M232	STP			32
4	99979					CO	CO Engr	\$6,400	2016	LABR		002	Labor - State Match			
4	83037	ATB SR 0011 08.04	ATB	Minor rehabilitation. With miscellaneous bridge work.		CO	CO Contr	\$3,964,400	2016	4PF7	Minor Rehabilitation - Pavement Prmy Sys	M001	National Hwy Performance Prgm	Air Quality Exempt		
4	83037					CO	CO Contr	\$991,100	2016	4PS7		002	State Funds (002)		32	
4	83037					CO	CO Contr	\$1,200	2016	4PF7		M001	National Hwy Performance Prgm			32
4	83037					CO	CO Contr	\$300	2016	4PS7		002	State Funds (002)		32	
4	83037					CO	CO Contr	\$206,400	2016	4PF7		M001	National Hwy Performance Prgm			32
4	83037					CO	CO Contr	\$51,600	2016	4PS7		002	State Funds (002)		32	
4	83037					CO	CO Engr	\$14,480	2016	LABR		M001	National Hwy Performance Prgm			32
4	83037					CO	CO Engr	\$3,620	2016	LABR		002	Labor - State Match			
4	83037					CO	CO Engr	\$80	2016	LABR		M001	National Hwy Performance Prgm			
4	83037					CO	CO Engr	\$20	2016	LABR		002	Labor - State Match			
4	83037					CO	CO Engr	\$118,960	2016	LABR		M001	National Hwy Performance Prgm			
4	83037					CO	CO Engr	\$29,740	2016	LABR		002	Labor - State Match			
4	84625	ATB SR 0011 22.20	ATB	Resurfacing.		CO	CO Contr	\$5,520,000	2018	4PF7	Minor Rehabilitation - Pavement Prmy Sys	M001	National Hwy Performance Prgm	Air Quality Exempt		
4	84625					CO	CO Contr	\$1,380,000	2018	4PS7		002	State Funds (002)		32	
4	84625					CO	CO Engr	\$165,600	2018	4PF7		M001	National Hwy Performance Prgm			32
4	84625					CO	CO Engr	\$41,400	2018	4PS7		002	State Funds (002)		32	

STARK COUNTY FY 2016-2019
TRANSPORTATION IMPROVEMENT
PROGRAM



III. FY 2016 – 2019 TRANSIT PROJECTS

Public transportation in Stark County is provided by the Stark Area Regional Transit Authority or SARTA. Before 1997, the Canton Regional Transit Authority provided transit service in a 19 square miles area with a population base of 88,000 within the city of Canton. On May 6, 1997, a five-year $\frac{1}{4}\%$ sales tax was approved providing approximately \$8 million a year for the next five years for public transportation. With the passage of Issue 2, the system became known as the Stark Area Regional Transit Authority, serving an area of 560 square miles and a population base of 373,000. Between May and December 1997, SARTA's management team planned new countywide routes, held public meetings, acquired new buses and vans, and hired and trained four classes of new drivers. Expanded service began December 1, 1997. The first component of this new service consisted of 21 fixed-routes serving the cities of Alliance, Canton, Louisville, Massillon, and North Canton, as well as portions of Canton, Jackson, Nimishillen, Perry, and Plain Townships.

SARTA periodically revises its existing routes to better serve its customers in Stark County. Unlike highway routes, bus routes can be revised in a short time frame with little or no capital costs. In systems without rail service, transit capital planning consists of planning for adequate rolling stock and fixed facilities necessary to support the existing and proposed transit service.

This section contains a listing of transit projects programmed for implementation within the next four years by the Stark Area RTA. Transit projects are developed through the Transit Development Plan that is updated periodically by SCATS to provide planning documentation for transit funding decisions.

Stark County Area Transportation Study, Ohio FY 2012 Annual Listing of FTA Obligated Projects for the Stark Area Regional Transit Authority

Project # (grant number)	ODOT PID	Section Code	Obligation Date	FTA ALI Code	ALI Description (project description)	Total FTA ALI Amount (Federal funds w/o local match)	Total Eligible ALI Cost (total project cost)
OH37X085	T-1220	37	7/22/11	300901	WAYS TO WORK PROGRAM	\$ 79,612	\$ 159,224
OH90X714	89633	90	8/3/11	117A00	PREVENTIVE MAINTENANCE	\$ 502,804	\$ 628,505
OH90X714	T-1211	90	8/3/11	114207	ACQUIRE - ADP HARDWARE	\$ 10,015	\$ 12,519
OH90X714	T-1226	90	8/3/11	114208	ACQUIRE - ADP SOFTWARE	\$ 73,600	\$ 92,000
OH90X714	T-1227	90	8/3/11	114206	ACQUIRE - SHOP EQUIPMENT	\$ 17,985	\$ 22,481
OH90X714	T-1230	90	8/3/11	119305	CONSTRUCT PED ACCESS / WALKWAYS	\$ 32,256	\$ 40,320
OH90X714	T1983 & T-1989	90	8/3/11	113301	CONSTRUCT - BUS TERMINAL	\$ 1,500,000	\$ 1,875,000
OH90X714	T-1993	90	8/3/11	117900	PROJECT ADMINISTRATION	\$ 50,000	\$ 62,500
OH90X714	T-1994	90	8/3/11	116202	PURCHASE COMMUNICATIONS SYSTEM	\$ 310,667	\$ 388,334
OH90X714	T-1995	90	8/3/11	116220	PURCHASE MISC COMMUNICATIONS EQUIP	\$ 297,704	\$ 372,130
OH90X714	T-1996	90	8/3/11	116203	PURCHASE RADIOS	\$ 346,667	\$ 433,334
OH90X714	T-2072	90	8/3/11	113102	ENG/DESIGN - BUS STATION	\$ 120,000	\$ 150,000
OH90X714	T-2171	90	8/3/11	117C00	NON FIXED ROUTE ADA PARATRANSIT SERVICE	\$ 381,838	\$ 477,298
OH90X714	T-2172	90	8/3/11	117693	REAL ESTATE DEMOLITION	\$ 157,360	\$ 196,700
OH90X714	T-2173	90	8/3/11	114209	ACQUIRE - SURV/SECURITY EQUIP	\$ 38,184	\$ 47,730
OH040079	T-2225	4	9/19/11	111202	BUY REPLACEMENT 35-FT BUS QTY 1	\$ 387,900	\$ 431,000
OH57X032	T-1185	57	3/2/12	118000	STATE OR PROGRAM ADMINISTRATION	\$ -	\$ -
OH57X032	T-1187 & 91647	57	3/2/12	117900	TRAVEL TRAINING	\$ 90,000	\$ 112,500
OH57X039	T-1219	57	3/2/12	111315	BUY VAN FOR SVC EXPANSION	\$ (1,090)	\$ (1,362)
OH57X039	T-1219	57	3/2/12	300901	MEDICAL TRANSPORTATION	\$ 83,782	\$ 167,564
OH90X714	89635	90	3/2/12	117C00	NON FIXED ROUTE ADA PARATRANSIT SERVICE	\$ 363,405	\$ 454,256
OH90X714	89636	90	3/2/12	119205	PURCHASE PED ACCESS - LIGHTING & AMENITIES	\$ 36,341	\$ 45,426
OH90X714	89637	90	3/2/12	114209	ACQUIRE - MOBILE SURV/SECURITY EQUIP	\$ 36,341	\$ 45,426
OH90X714	91643	90	3/2/12	112101	ENG/DESIGN - MAHONING CORRIDOR	\$ 336,000	\$ 420,000
OH90X714	91644	90	3/2/12	114120	ENG/DESIGN - CNG EQUIPMENT	\$ 140,000	\$ 175,000
OH90X714	91645	90	3/2/12	117L00	MOBILITY MANAGEMENT	\$ 115,200	\$ 144,000
OH90X714	91983	90	3/2/12	113102	ENG/DESIGN - BUS STATION	\$ 87,620	\$ 109,525
OH90X714	92202	90	3/2/12	114208	SOFTWARE (WEBSITE REDESIGN)	\$ 60,000	\$ 75,000

Project # (grant number)	ODOT PID	Section Code	Obligation Date	FTA ALI Code	ALI Description (project description)	Total FTA ALI Amount (Federal funds w/o local match)	Total Eligible ALI Cost (total project cost)
OH90X714	92204	90	3/2/12	114211	SUPPORT VEHICLE & SNOW PLOW ACQUISITION	\$ 48,000	\$ 60,000
OH90X714	T-1211	90	3/2/12	114207	COMPUTER HARDWARE ACQUISITION	\$ -	\$ -
OH90X714	T-1222	90	3/2/12	117A00	PREVENTIVE MAINTENANCE	\$ 762,695	\$ 953,369
OH90X714	T-1227	90	3/2/12	114206	COMPRESSOR EQUIPMENT ACQUISITION	\$ -	\$ -
OH90X714	T-1230	90	3/2/12	119303	CONSTRUCT LANDSCAPING / SCENIC BEAUTIFICATION	\$ 5,928	\$ 7,410
OH90X714	T-1993	90	3/2/12	117900	PROJECT ADMINISTRATION	\$ (2,000)	\$ (2,500)
OH37X080	91648	37	3/22/12	300901	TRANSPORTATION TO ENABLE REENTRY	\$ 114,930	\$ 229,860
OH37X080	91649	37	3/22/12	117L00	DIAL A ROUTE PROGRAM	\$ 29,528	\$ 36,910
OH040069	91625	4	3/27/12	114402	REHAB/RENOVATE - MAINTENANCE FACILITY	\$ 682,091	\$ 757,879
OH040069	91627	4	3/27/12	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	\$ 629,622	\$ 699,580
OH040069	91631	4	3/27/12	111204	BUY REPLACEMENT <30 FT BUS QTY 13	\$ 1,302,687	\$ 1,569,503
OH040069	91636	4	3/27/12	116201	PURCHASE CONTROL/SIGNAL EQUIP	\$ 160,000	\$ 200,000
OH95X095	92480	95	4/5/12	308001	BIO-DIESEL & CNG FUEL PURCHASE	\$ 389,027	\$ 486,284
OH040088	92518	4	4/18/12	114207	ACQUIRE - ADP HARDWARE	\$ 13,441	\$ 16,801
OH040088	92518	4	4/18/12	114208	ACQUIRE - ADP SOFTWARE	\$ 322,570	\$ 403,213

Stark Area Regional Transit Authority, Ohio, FY 2013 Annual Listing of FTA Obligated Projects

Project #	Obligation Date	ALI Code	ALI Description	Total Eligible ALI Cost	Total FTA ALI Amount
OH57X054	8/22/12	118000	STATE OR PROGRAM ADMINISTRATION	\$ 9,243	\$ 9,243
OH57X054	8/22/12	300901	MEDICAL TRANSPORTATION	\$ 83,196	\$ 41,598
OH57X054	8/22/12	300901	One-Call/One-Click Veterans Transporation	\$ 83,194	\$ 41,597
OH57X020	8/22/12	118000	STATE OR PROGRAM ADMINISTRATION	\$ -	\$ -
OH57X020	8/22/12	300901	PASS Program for door-to-door service	\$ (189,394)	\$ (35,000)
OH57X020	8/22/12	300901	Transporting Stark County Back To Work Program	\$ 70,000	\$ 35,000
OH90X764	8/24/12	113402	REHAB/RENOVATE - BUS STATION	\$ 60,000	\$ 48,000
OH90X764	8/24/12	114103	ENG/DESIGN - MAINTENANCE FACILITY PARKING LOT AT GATEWAY	\$ 25,000	\$ 20,000
OH90X764	8/24/12	114202	MAINTENANCE FACILITY UPGRADES	\$ 275,000	\$ 220,000
OH90X764	8/24/12	114203	ACQUIRE - NEW PHONE SYSTEM ADMIN/MAINT FACILITY	\$ 160,000	\$ 128,000
OH90X764	8/24/12	114211	ACQUIRE - SUPPORT VEHICLES	\$ 200,000	\$ 160,000
OH90X764	8/24/12	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	\$ 300,000	\$ 240,000
OH90X764	8/24/12	114402	RELOCATE GATES AT MAINT FACILITY, INSTALL SECURITY CAMERAS	\$ 83,000	\$ 66,400
OH90X764	8/24/12	114402	RELOCATE GATES AT MAINT FACILITY, INSTALL SECURITY CAMERAS	\$ 83,000	\$ 66,400
OH90X764	8/24/12	114407	MISC HARDWARE AQUISITION / UPGRADES	\$ 100,000	\$ 80,000
OH90X764	8/24/12	114408	MISC SOFTWARE AQUISITION / UPGRADES	\$ 264,625	\$ 211,700
OH90X764	8/24/12	116202	PURCHASE COMMUNICATIONS SYSTEM	\$ 600,000	\$ 480,000
OH90X764	8/24/12	117C00	NON FIXED ROUTE ADA PARATRANSIT SERVICE	\$ 441,903	\$ 353,522
OH90X764	8/24/12	117L00	MOBILITY MANAGEMENT	\$ 62,500	\$ 50,000
OH90X764	8/24/12	117N01	FUEL FOR VEHICLE OPERATIONS	\$ 402,183	\$ 321,746
OH90X764	8/24/12	119202	PURCHASE BUS SHELTERS FOR MAHONING CORRIDOR	\$ 255,000	\$ 204,000
OH90X764	8/24/12	119205	PURCHASE PASSENGER AMENITIES	\$ 130,000	\$ 104,000
OH90X764	8/24/12	442200	DEMOGRAPHIC SURVEY	\$ 61,900	\$ 49,520
OH90X764	8/24/12	442200	PLANNING MAHONING CORRIDOR	\$ 60,000	\$ 48,000
OH040084	8/27/12	114209	ACQUIRE - SURV/SECURITY EQUIP	\$ 50,000	\$ 40,000
OH040084	8/27/12	114402	REHAB/RENOVATE - MAINTENANCE FACILITY	\$ 410,000	\$ 328,000
OH37X094	9/7/12	118000	STATE OR PROGRAM ADMINISTRATION	\$ 14,583	\$ 14,583
OH37X094	9/7/12	300901	ABCD - Transp for Successful Re-Entry	\$ 65,628	\$ 32,814
OH37X094	9/7/12	300901	SARTA Transp Stark Co Back to Work	\$ 105,004	\$ 52,502
OH37X094	9/7/12	300901	Trillium - Ways to Work Loan Program	\$ 91,878	\$ 45,939
OH95X116	12/20/12	117A00	PREVENTIVE MAINTENANCE	\$ 2,000,000	\$ 1,600,000
OH260006	2/28/13	557400	Marketing & Outreach for One-Call/One-Click Call Center	\$ 50,000	\$ 50,000
OH90X764	3/7/13	111103	Dual Fuel Bus	\$ 50,000	\$ 40,000
OH90X764	3/7/13	112301	Bus Pull-Offs for Mahoning Road	\$ 356,000	\$ 284,800
OH90X764	3/7/13	113402	REHAB/RENOVATE - BUS STATION	\$ -	\$ -
OH90X764	3/7/13	114103	ENG/DESIGN - MAINTENANCE FACILITY PARKING LOT AT GATEWAY	\$ -	\$ -
OH90X764	3/7/13	114202	MAINTENANCE FACILITY UPGRADES	\$ 44,203	\$ 35,362
OH90X764	3/7/13	114203	ACQUIRE - NEW PHONE SYSTEM ADMIN/MAINT FACILITY	\$ (20,000)	\$ (16,000)
OH90X764	3/7/13	114211	ACQUIRE - SUPPORT VEHICLES	\$ -	\$ -

Stark Area Regional Transit Authority, Ohio, FY 2013 Annual Listing of FTA Obligated Projects

OH90X764	3/7/13	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	\$ -	\$ -
OH90X764	3/7/13	114402	RELOCATE GATES AT MAINT FACILITY, INSTALL SECURITY CAMERAS	\$ -	\$ -
OH90X764	3/7/13	114402	RELOCATE GATES AT MAINT FACILITY, INSTALL SECURITY CAMERAS	\$ -	\$ -
OH90X764	3/7/13	114407	MISC HARDWARE AQUISITION / UPGRADES	\$ -	\$ -
OH90X764	3/7/13	114408	MISC SOFTWARE AQUISITION / UPGRADES	\$ -	\$ -
OH90X764	3/7/13	116202	PURCHASE COMMUNICATIONS SYSTEM	\$ -	\$ -
OH90X764	3/7/13	117A00	PREVENTIVE MAINTENANCE	\$ 734,396	\$ 587,517
OH90X764	3/7/13	117C00	NON FIXED ROUTE ADA PARATRANSIT SERVICE	\$ -	\$ -
OH90X764	3/7/13	117L00	MOBILITY MANAGEMENT	\$ -	\$ -
OH90X764	3/7/13	117N01	FUEL FOR VEHICLE OPERATIONS	\$ -	\$ -
OH90X764	3/7/13	119202	PURCHASE BUS SHELTERS FOR MAHONING CORRIDOR	\$ -	\$ -
OH90X764	3/7/13	119205	PURCHASE PASSENGER AMENITIES	\$ -	\$ -
OH90X764	3/7/13	442200	DEMOGRAPHIC SURVEY	\$ (42,262)	\$ (33,810)
OH90X764	3/7/13	442200	PLANNING MAHONING CORRIDOR	\$ 162,059	\$ 129,648
OH90X785	5/2/13	114209	Acquire Security Lighting for Mahoning Corridor	\$ 20,932	\$ 16,745
OH90X785	5/2/13	114209	Acquire Security Lighting for Mahoning Corridor	\$ 20,932	\$ 16,745
OH90X785	5/2/13	117A00	PREVENTIVE MAINTENANCE	\$ 240,861	\$ 192,689
OH90X785	5/2/13	117C00	NON FIXED ROUTE ADA PARATRANSIT SERVICE	\$ 209,316	\$ 167,453
OH90X785	5/2/13	117L00	MOBILITY MANAGEMENT	\$ 31,250	\$ 25,000
OH90X785	5/2/13	119302	Construct Bus Shelters along Mahoning Corridor	\$ 20,931	\$ 16,745
OH90X785	5/2/13	300904	SPECIAL RULE - OPERATING ASSISTANCE/76 - 100 BUSES	\$ 2,511,798	\$ 1,255,899
OH90X597	5/9/13	111201	BUY REPLACEMENT 40-FT BUS	\$ -	\$ -
OH90X597	5/9/13	111203	BUY REPLACEMENT 30-FT BUS	\$ -	\$ -
OH90X597	5/9/13	111204	BUY REPLACEMENT <30 FT BUS	\$ (941,271)	\$ (781,255)
OH90X597	5/9/13	113302	CONSTRUCT - BUS STATION	\$ -	\$ -
OH90X597	5/9/13	114209	ACQUIRE - MOBILE SURV/SECURITY EQUIP	\$ -	\$ -
OH90X597	5/9/13	114209	ACQUIRE - MOBILE SURV/SECURITY EQUIP	\$ -	\$ -
OH90X597	5/9/13	114243	ACQUIRE - ADA VEHICLE EQUIPMENT	\$ -	\$ -
OH90X597	5/9/13	114403	REHAB/RENOVATE - ADMIN/MAINT FACILITY	\$ -	\$ -
OH90X597	5/9/13	116202	PURCHASE COMMUNICATIONS SYSTEM	\$ 488,285	\$ 390,628
OH90X597	5/9/13	116220	PURCHASE MISC COMMUNICATIONS EQUIP	\$ 488,284	\$ 390,627
OH90X597	5/9/13	117A00	PREVENTIVE MAINTENANCE	\$ -	\$ -
OH90X597	5/9/13	117C00	NON FIXED ROUTE ADA PARATRANSIT SERVICE	\$ -	\$ -
OH95X116	11/15/12	PID 93226	Capitalized Maintenance- Flex funds from FHWA ODOT STP OTPPP FY2012 Grant	\$ 1,600,000	
OH95X126	4/5/13	PID 94555	Capitalized Maintenance- Flex funds from FHWA ODOT STP FY2013 UTP Grant	\$ 342,496	
OH95X147	6/18/13	PID 95619	Capitalized Maintenance- Flex funds from FHWA ODOT STP OTPPP FY2013 Grant	\$ 1,000,000	\$ -

Stark Area Regional Transit Authority, Ohio, FY 2014 Annual Listing of FTA Obligated Projects

Project #	Obligation Date	ALI Code	ALI Description	Total Eligible ALI Cost	Total FTA ALI Amount
OH040094	9/3/13	111201	Purchase 4 replacement 40' CNG buses	\$ 1,640,000	\$ 1,361,200
OH340002	8/7/13	114403	Rehab/Renovate administrative/maintenance facility	\$ 479,304	\$ 383,443
OH90X785	9/15/13	114209	Acquire Security Lighting for Mahoning Corridor	\$ 22,587	\$ 18,070
OH90X785	9/15/13	114209	Acquire Security Lighting for Mahoning Corridor	\$ 22,587	\$ 18,070
OH90X785	9/15/13	119302	Construct Bus Shelters along Mahoning Corridor	\$ 22,587	\$ 18,070
OH90X785	9/15/13	117L00	Mobility Management	\$ 218,750	\$ 175,000
OH90X785	9/15/13	117C00	Non fixed route paratransit service	\$ 225,873	\$ 180,698
OH90X785	9/15/13	117A00	Preventative maintenance	\$ 24,884	\$ 19,907
OH90X785	9/15/13	116202	Purchase communications equipment	\$ 50,000	\$ 40,000
OH90X785	9/15/13	300904	Special Rule- operating assistance for RTAs with 76-100 buses	\$ 2,710,468	\$ 1,355,234
OH90X797	6/2/14	114209	Acquire Security Lighting for Mahoning Corridor	\$ 44,923	\$ 35,938
OH90X797	6/2/14	114209	Acquire Security Lighting for Mahoning Corridor	\$ 44,923	\$ 35,938
OH90X797	6/2/14	112301	Bus Pull-Offs for Mahoning Corridor	\$ 133,996	\$ 107,197
OH90X797	6/2/14	119302	Construct Bus Shelters along Mahoning Corridor	\$ 44,923	\$ 35,938
OH90X797	6/2/14	117L00	Mobility management	\$ 450,000	\$ 360,000
OH90X797	6/2/14	117C00	Non fixed route paratransit service	\$ 449,227	\$ 359,382
OH90X797	6/2/14	300904	Special Rule- operating assistance for RTAs with 76-100 buses	\$ 5,390,728	\$ 2,695,364
OH95X101	6/18/14	111204	Purchase 9 replacement <30' buses (SCATS CMAQ transfer-PID 93129)	\$ 900,000	\$ 720,000
OH95X101	9/15/13	111204	Purchase 9 or more CNG MV1s	\$ 416,916	\$ 333,533
OH95X126	8/1/13	117A00	Preventative maintenance	\$ 428,120	\$ 342,496
OH95X147	8/7/13	117A00	Preventative maintenance	\$ 1,111,111	\$ 1,000,000
OH95X158	4/28/14	117A00	Preventative maintenance (ODOT STP transfer-PID 89688)	\$ 471,807	\$ 377,446
OH95X172	6/2/14		CNG fuel for buses (ODOT CMAQ transfer-PID 97477)	\$ 594,000	\$ 92,000
OH95X172	6/2/14		Biodiesel fuel for buses (ODOT CMAQ transfer-PID 97477)	\$ 82,800	\$ 660,000
OH95X172	6/2/14		Hydrogen fueling infrastructure (ODOT CMAQ transfer-PID 97477)	\$ 450,000	\$ 500,000

9/11/2014

SCATS 2016 - 2019 TIP
Transit Projects

PID	Project Name	Cnty	Project Description	Sponsor	Phase	Subphase	STIP Phase Estimate	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	ALI - Qty XXX
94983	SARTA 2016 Operating Assistance	STA	Operating Assistance	SARTA	Operating	Trnst/Av	\$2,500,000	\$3,125,000	\$3,125,000	2016	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	30.09.01
94983					Operating	Trnst/Av	\$625,000			2016	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		30.09.01
94985	SARTA 2017 Operating Assistance	STA	Operating Assistance	SARTA	Operating	Trnst/Av	\$2,500,000	\$3,125,000	\$3,125,000	2017	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	30.09.01
94985					Operating	Trnst/Av	\$625,000			2017	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		30.09.01
94990	SARTA 2016 Prev Maintenance	STA	Preventive Maintenance - STP funds only are flex fund transfer	SARTA	Capital	Oth Remb	\$300,000	\$2,175,000	\$2,175,000	2016	4AT7	Federal	FTA Transfer	M240	STP	Air Quality Exempt	11.7A.00 STP
94990					Capital	Oth Remb	\$175,000			2016	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7A.00 Local
94990					Capital	Oth Remb	\$1,700,000			2016	FTAD	Federal		5307	5307 - Urban Formula Program		11.7A.00 5307
94992	SARTA ADA Paratransit Service	STA	ADA Paratransit Service	SARTA	Capital	Oth Remb	\$380,000	\$475,000	\$475,000	2016	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.7C.00
94992					Capital	Oth Remb	\$95,000			2016	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7C.00
94993	SARTA 2016 Transit Alternatives	STA	Transit Alternatives	SARTA	Capital	Oth Remb	\$38,000	\$47,500	\$47,500	2016	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.44.09
94993					Capital	Oth Remb	\$9,500			2016	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.44.09
94994	SARTA 2016 Security	STA	Security	SARTA	Capital	Oth Remb	\$38,000	\$47,500	\$47,500	2016	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.44.09
94994					Capital	Oth Remb	\$9,500			2016	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.44.09

SCATS 2016 - 2019 TIP
Transit Projects

PID	Project Name	Cnty	Project Description	Sponsor	Phase	Subphase	STIP Phase Estimate	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	ALI - Qty XXX
94995	SARTA Mobility Management	STA	Mobility Management	SARTA	Capital	Oth Remb	\$50,000	\$62,500	\$62,500	2016	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.7L.00
94995					Capital	Oth Remb	\$12,500			2016	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7L.00
94996	SARTA 2017 Prev Maintenance	STA	Preventive Maintenance - STP funds only are flex fund transfer	SARTA	Capital	Oth Remb	\$300,000	\$2,175,000	\$2,175,000	2017	4AT7	Federal	FTA Transfer	M240	STP	Air Quality Exempt	11.7A.00 STP
94996					Capital	Oth Remb	\$1,700,000			2017	FTAD	Federal		5307	5307 - Urban Formula Program		11.7A.00 5307
94996					Capital	Oth Remb	\$175,000			2017	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7A.00 Local
94997	SARTA ADA Paratransit Service	STA	ADA Paratransit Service	SARTA	Capital	Oth Remb	\$380,000	\$475,000	\$475,000	2017	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.7C.00
94997					Capital	Oth Remb	\$95,000			2017	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7C.00
94998	SARTA 2017 Transit Alternatives	STA	Transit Alternatives	SARTA	Capital	Oth Remb	\$38,000	\$47,500	\$47,500	2017	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.44.09
94998					Capital	Oth Remb	\$9,500			2017	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.44.09
94999	SARTA 2017 Security	STA	Security	SARTA	Capital	Oth Remb	\$38,000	\$47,500	\$47,500	2017	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.44.09
94999					Capital	Oth Remb	\$9,500			2017	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.44.09
95000	SARTA Mobility Management	STA	Mobility Management	SARTA	Capital	Oth Remb	\$50,000	\$62,500	\$62,500	2017	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.7L.00
95000					Capital	Oth Remb	\$12,500			2017	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7L.00

SCATS 2016 - 2019 TIP
Transit Projects

PID	Project Name	Cnty	Project Description	Sponsor	Phase	Subphase	STIP Phase Estimate	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	ALI - Qty XXX
95696	5339 Canton Urbanized Area	STA	Bus & Bus Facilities in the Canton urbanized area in Stark County	ODOT	Capital	Oth Remb	\$370,270	\$925,676	\$1,851,352	2017	FTAD	Federal	Transit	5339	5339 / 0002 - Bus & Bus Facil	Air Quality Exempt	Blanket ALI 2017
95696					Capital	Oth Remb	\$92,568			2017	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		Blanket ALI 2017
95696					Capital	Oth Remb	\$370,270			2016	FTAD	Federal		5339	5339 / 0002 - Bus & Bus Facil		Blanket ALI 2016
95696					Capital	Oth Remb	\$92,568			2016	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		Blanket ALI 2016
98921	SARTA 2016 40' Replacement Bus	STA	Replacement of 40' bus (4)	SARTA	Capital	Oth Remb	\$1,700,000	\$2,000,000	\$2,000,000	2016	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.12.01 Qty 4
98921					Capital	Oth Remb	\$300,000			2016	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.12.01 Qty 4
98956	SARTA Transit Enhancements	STA	SARTA Transit Enhance	SARTA	Capital	Oth Remb	\$38,000	\$47,500	\$47,500	2019	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.44.09
98956					Capital	Oth Remb	\$9,500			2019	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.44.09
98957	SARTA Security	STA	SARTA Security	SARTA	Capital	Oth Remb	\$38,000	\$47,500	\$47,500	2019	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.44.09
98957					Capital	Oth Remb	\$9,500			2019	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.44.09
98958	SARTA 2019 Mobility Management	STA	SARTA Mobility Mgmt	SARTA	Capital	Oth Remb	\$360,000	\$450,000	\$450,000	2019	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.7L.00
98958					Capital	Oth Remb	\$90,000			2019	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7L.00
98959	SARTA 2019 Operating Expenses	STA	SARTA Operating Expenses	SARTA	Operating	Trnst/Av	\$2,700,000	\$5,400,000	\$5,400,000	2019	TOTH	Local Match	FTA Transfer	LNTP	Local Match-0002-Local Ded-Tax	Air Quality Exempt	30.09.01

SCATS 2016 - 2019 TIP
Transit Projects

PID	Project Name	Cnty	Project Description	Sponsor	Phase	Subphase	STIP Phase Estimate	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	ALI - Qty XXX
98959					Operating	Trnst/Av	\$2,700,000			2019	FTAD	Federal		5307	5307 - Urban Formula Program		30.09.01
98960	SARTA 2019 <30' Buses (5)	STA	(5) less than 30' Buses - CMAQ funds are a flex fund transfer	SARTA	Capital	Oth Remb	\$537,398	\$1,351,998	\$1,351,998	2019	4TB7	Federal	FTA Transfer	M400	CMAQ	Air Quality Exempt	11.12.04 CMAQ - Qty 5
98960					Capital	Oth Remb	\$134,350			2019	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.12.04 CMAQ - Qty 5
98960					Capital	Oth Remb	\$544,200			2019	FTAD	Federal		5307	5307 - Urban Formula Program		11.12.04 5307 - Qty 5
98960					Capital	Oth Remb	\$136,050			2019	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.12.04 5307 - Qty 5
98966	SARTA 2019 Bus & Bus Facilities	STA	SARTA Bus & Bus Facilities	SARTA	Capital	Oth Remb	\$400,000	\$500,000	\$500,000	2019	FTAD	Federal	Transit	5339	5339 / 0002 - Bus & Bus Facil	Air Quality Exempt	11.44.03
98966					Capital	Oth Remb	\$100,000			2019	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.44.03
98968	SARTA 40' Replacement Buses (4)	STA	Replacement of (4) 40' Buses	SARTA	Capital	Oth Remb	\$1,700,000	\$2,000,000	\$2,000,000	2019	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.12.01 Qty 4
98968					Capital	Oth Remb	\$300,000			2019	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.12.01 Qty 4
98969	SARTA 2018 Mobility Management	STA	SARTA Mobility Management	SARTA	Capital	Oth Remb	\$360,000	\$450,000	\$450,000	2018	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.7L.00
98969					Capital	Oth Remb	\$90,000			2018	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7L.00
98971	SARTA 2018 Operating Expenses	STA	SARTA Operating Expenses	SARTA	Operating	Trnst/Av	\$2,700,000	\$5,400,000	\$5,400,000	2018	TOTH	Local Match	Transit	LNTP	Local Match-0002-Local Ded-Tax	Air Quality Exempt	30.09.01

SCATS 2016 - 2019 TIP
Transit Projects

PID	Project Name	Cnty	Project Description	Sponsor	Phase	Subphase	STIP Phase Estimate	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	ALI - Qty XXX
98971					Operating	Trnst/Av	\$2,700,000			2018	FTAD	Federal		5307	5307 - Urban Formula Program		30.09.01
98972	SARTA 2018 <30' Buses (5)	STA	SARTA 2018 (5) less than 30' Buses - CMAQ funds are a flex fund transfer	SARTA	Capital	Oth Remb	\$544,200	\$1,351,998	\$1,351,998	2018	FTAD	Federal	FTA Transfer	5307	5307 - Urban Formula Program	Air Quality Exempt	11.12.04 5307 - Qty 5
98972					Capital	Oth Remb	\$136,050			2018	TOTH	Local Match		LNTD	Local Match-0002-Local Ded-Tax		11.12.04 5307 - Qty 5
98972					Capital	Oth Remb	\$537,398			2018	4TB7	Federal		M400	CMAQ		11.12.04 CMAQ - Qty 5
98972					Capital	Oth Remb	\$134,350			2018	TOTH	Local Match		LNTD	Local Match-0002-Local Ded-Tax		11.12.04 CMAQ - Qty 5
98973	SARTA 2018 Bus/Bus Facilities	STA	SARTA 2018 Bus/Bus Facilities	SARTA	Capital	Oth Remb	\$400,000	\$500,000	\$500,000	2018	FTAD	Federal	Transit	5339	5339 / 0002 - Bus & Bus Facil	Air Quality Exempt	11.44.03
98973					Capital	Oth Remb	\$100,000			2018	TOTH	Local Match		LNTD	Local Match-0002-Local Ded-Tax		11.44.03
98974	SARTA 2019 Prev Maintenance	STA	Preventive Maintenance. STP funds only are a flex fund transfer.	SARTA	Capital	Oth Remb	\$1,700,000	\$2,437,500	\$2,437,500	2019	FTAD	Federal	FTA Transfer	5307	5307 - Urban Formula Program	Air Quality Exempt	11.7A.00
98974					Capital	Oth Remb	\$425,000			2019	TOTH	Local Match		LNTD	Local Match-0002-Local Ded-Tax		11.7A.00
98974					Capital	Oth Remb	\$250,000			2019	4AT7	Federal		M240	STP		11.7A.00 STP
98974					Capital	Oth Remb	\$62,500			2019	TOTH	Local Match		LNTD	Local Match-0002-Local Ded-Tax		11.7A.00 STP

SCATS 2016 - 2019 TIP
Transit Projects

PID	Project Name	Cnty	Project Description	Sponsor	Phase	Subphase	STIP Phase Estimate	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	ALI - Qty XXX
98976	SARTA ADA Paratransit Services	STA	ADA Paratransit Service	SARTA	Capital	Oth Remb	\$380,000	\$475,000	\$475,000	2019	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.7C.00
98976					Capital	Oth Remb	\$95,000			2019	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7C.00
99356	SARTA 2016 <30' Buses Replace	STA	< 30' replacement buses (5)	SARTA	Capital	Oth Remb	\$535,500	\$630,000	\$630,000	2016	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.12.04 Qty 5
99356					Capital	Oth Remb	\$94,500			2016	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.12.04 Qty 5
99357	SARTA 2018 Prev Maintenance	STA	Preventive Maintenance - STP funds only are a flex fund transfer through the Urban Transit Program	SARTA	Capital	Oth Remb	\$1,700,000	\$2,437,500	\$2,437,500	2018	FTAD	Federal	FTA Transfer	5307	5307 - Urban Formula Program	Air Quality Exempt	11.7A.00 5307
99357					Capital	Oth Remb	\$425,000			2018	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7A.00 5307
99357					Capital	Oth Remb	\$250,000			2018	4AT7	Federal		M240	STP		11.7A.00 STP-S
99357					Capital	Oth Remb	\$62,500			2018	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7A.00 STP-S
99358	SARTA 2018 ADA Paratransit Serv	STA	ADA Paratransit Service	SARTA	Capital	Oth Remb	\$380,000	\$475,000	\$475,000	2018	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.7C.00
99358					Capital	Oth Remb	\$95,000			2018	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.7C.00
99359	SARTA 2018 Transit Enhancements	STA	Transit Enhancements	SARTA	Capital	Oth Remb	\$38,000	\$47,500	\$47,500	2018	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.44.09
99359					Capital	Oth Remb	\$9,500			2018	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.44.09

SCATS 2016 - 2019 TIP
Transit Projects

PID	Project Name	Cnty	Project Description	Sponsor	Phase	Subphase	STIP Phase Estimate	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	Air Quality Status	ALI - Qty XXX
99360	SARTA 2018 Security	STA	Security	SARTA	Capital	Oth Remb	\$38,000	\$47,500	\$47,500	2018	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	Air Quality Exempt	11.44.09
99360					Capital	Oth Remb	\$9,500			2018	TOTH	Local Match		LNTP	Local Match-0002-Local Ded-Tax		11.44.09

IV. Financial Analysis

Federal regulations require that Transportation Improvement Programs be constrained by available funding, both by category and by year. Responsibility for maintaining each program's fiscal constraint lies with the appropriate Program Manager and includes all project development phases. The development of the financial plan for the 2016 - 19 TIP is based on a comprehensive, cooperative and continuing planning process put forth by a partnership including ODOT, SCATS and SARTA. This process makes the TIP a realistic programming tool for desired transportation improvements.

Highway Fiscal Constraint

Highway project funding is provided through the categorical federal-aid highway funds, the minimum allocation funds and state and local highway funds. Estimated funding for FY2016 – 2019 is shown in Fiscal Analysis Table at the end of this section. The major sources of federal funds in the SCATS Transportation Improvement Program are:

- Interstate Maintenance (IM) funds
- National Highway System (NHS) funds
- Surface Transportation Program (STP) funds
- Bridge Replacement (BR) funds
- Congestion Management/Air Quality (CMAQ) funds
- Highway Safety Improvement Program (HSIP) funds

The type of funding determines the responsible agency for project selection. Stark County is designated as a Transportation Management Area or TMA. In TMAs, the state (ODOT) selects projects using NHS, BR, HSIP or IM funds in cooperation with the MPO (SCATS). All other projects are selected by the MPO (SCATS Policy Committee) in consultation with the state (ODOT).

In addition to the annual allocation, project spending is constrained by federal obligation ceilings. These ceilings limit the annual transportation expenditures from the Highway Trust Fund to a given amount in each state, often less than the annual allocation. In order to meet obligation limit requirements, ODOT has appointed Program Managers to control obligation of funds. ODOT, through the budgeting process, forecasts future revenues and identifies annual funding amounts for each Highway Program.

The Program Managers are responsible for establishing a fiscally constrained program of priority projects and coordinating inclusion of the first four years of these priorities into either the rural STIP or the appropriate MPO TIP. Each Program Manager is responsible for keeping State Fiscal Year (SFY) programmed expenditures to an amount equal to the approved budget. **Table 4-1** shows the estimate vs. budget for each FHWA and FTA funding category in the TIP

SCATS is the Program Manager for the Stark County STP, STP Enhancement sub allocation, and Statewide CMAQ allocations and budgets.

As shown in **Table 4-1**, programmed projects are fiscally constrained to the overall budget limits by fund and by year over the life of the TIP.

Other Highway Programs Fiscal Constraint

As stated earlier, ODOT recognized Program Managers are responsible for fiscal constraint in each of their programs. The fiscal constraint for the ODOT and County Engineer's Association projects included in the SCATS TIP is documented in the rural counties portion of the State Transportation Improvement Program.

Transit Fiscal Constraint

Transit projects are funded through grants and grant balances can be carried over from one fiscal year to another. The ODOT Office of Transit and the Federal Transit Administration establish budgets for the transit programs. The Transit TIP table identifies projects that can be funded within the limits of available resources.

Maintenance, Operation and Preservation of the Existing System

A TIP requirement is to demonstrate that existing transportation facilities are being adequately operated and maintained. Operation and maintenance expenditures are made by all levels of government and are often in-house activities that are difficult to document. ODOT uses a pavement management system to maintain its system of highways. A report on pavement conditions for state systems is updated annually. A bridge rating program is also used to measure bridge conditions. ODOT has committed in its budget process to allocate enough funds to maintain the existing system at an acceptable level of service as indicated by pavement condition and bridge ratings. In 2006, SCATS contracted with ODOT to rate all municipal streets as well as all county roads along with the high priority township roads in Stark County. This analysis established a pavement management system for Stark County's unincorporated areas and the larger cities.

SCATS is the Program Manager for the Stark County STP, STP Enhancement sub allocation, and Statewide CMAQ allocations and budgets.

As shown in **Table 4-1**, programmed projects are fiscally constrained to the overall budget limits by fund and by year over the life of the TIP.

Other Highway Programs Fiscal Constraint

As stated earlier, ODOT recognized Program Managers are responsible for fiscal constraint in each of their programs. The fiscal constraint for the ODOT and County Engineer's Association projects included in the SCATS TIP is documented in the rural counties portion of the State Transportation Improvement Program.

Transit Fiscal Constraint

Transit projects are funded through grants and grant balances can be carried over from one fiscal year to another. The ODOT Office of Transit and the Federal Transit Administration establish budgets for the transit programs. The Transit TIP table identifies projects that can be funded within the limits of available resources.

Maintenance, Operation and Preservation of the Existing System

A TIP requirement is to demonstrate that existing transportation facilities are being adequately operated and maintained. Operation and maintenance expenditures are made by all levels of government and are often in-house activities that are difficult to document. ODOT uses a pavement management system to maintain its system of highways. A report on pavement conditions for state systems is updated annually. A bridge rating program is also used to measure bridge conditions. ODOT has committed in its budget process to allocate enough funds to maintain the existing system at an acceptable level of service as indicated by pavement condition and bridge ratings. In 2006, SCATS contracted with ODOT to rate all municipal streets as well as all county roads along with the high priority township roads in Stark County. This analysis established a pavement management system for Stark County's unincorporated areas and the larger cities.

SCATS FY2016 - FY2019 TIP Fiscal Analysis																	
Includes Line Item Projects			SFY 2016			SFY 2017			SFY 2018			SFY 2019			4 Year STIP		
Line #	Type		Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
Federal Flexible																	
1	STP		\$3,932,555	\$0	\$3,932,555	\$10,414,026	\$0	\$10,414,026	\$2,308,152	\$0	\$2,308,152	\$4,050,040	\$0	\$4,050,040	\$20,704,773	\$0	\$20,704,773
--	STP/Safe Routes to School		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	National Hwy Performance Prgm		\$0	\$0	\$0	\$20,728,200	\$0	\$20,728,200	\$25,089,992	\$0	\$25,089,992	\$5,340,000	\$0	\$5,340,000	\$51,158,192	\$0	\$51,158,192
3	Interstate Maintenance		\$0	\$0	\$0	\$0	\$0	\$0	\$1,203,750	\$0	\$1,203,750	\$0	\$0	\$0	\$1,203,750	\$0	\$1,203,750
4	National Highway System		\$19,592,800	\$0	\$19,592,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,592,800	\$0	\$19,592,800
5	Bridge		\$1,622,525	\$0	\$1,622,525	\$1,933,720	\$0	\$1,933,720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,556,245	\$0	\$3,556,245
6	CMAQ		\$4,641,723	\$0	\$4,641,723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,641,723	\$0	\$4,641,723
7	Highway Safety Imp Prog		\$3,702,620	\$0	\$3,702,620	\$5,319,907	\$0	\$5,319,907	\$4,378,448	\$0	\$4,378,448	\$1,648,400	\$0	\$1,648,400	\$15,049,375	\$0	\$15,049,375
8	Garvee Bond-Fund 045-Longtm AC		\$368,500	\$0	\$368,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$368,500	\$0	\$368,500
9	SIB Loan-Fund 212-Longterm AC		\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
10	Redistributed Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Appropriation Changes Needed																	
11	Un-Assigned Federal		\$1,204,000	\$0	\$1,204,000	\$225,000	\$0	\$225,000	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$1,579,000	\$0	\$1,579,000
12	Un-Assigned Federal Labor		\$84,280	\$0	\$84,280	\$15,750	\$0	\$15,750	\$0	\$0	\$0	\$0	\$0	\$0	\$100,030	\$0	\$100,030
13	Non-Federal		\$245,000	\$0	\$245,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$245,000	\$0	\$245,000
57	Not Grouped		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Totals Federal Flexible			\$35,394,003	\$0	\$35,394,003	\$40,636,603	\$0	\$40,636,603	\$33,130,342	\$0	\$33,130,342	\$11,038,440	\$0	\$11,038,440	\$120,199,389		\$120,199,389
MPO Sub-allocated budgets from SFY 2016 include estimated SFY budget balance carryforward from SFY 2015.																	
MPO Sub-allocated STP Funds - SAC 4TA7																	
SC04	4TA7	STP	\$5,470,515	\$613,711	\$4,856,804	\$4,670,515	-\$539,495	\$5,210,010	\$4,670,515	-\$1,400,365	\$6,070,880	\$4,670,515	\$4,670,515	\$0	\$19,482,059	\$3,344,365	\$16,137,694
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Bridge	N/A	\$0	\$0	N/A	\$0	\$0	N/A	-\$631,781	\$631,781	N/A	-\$2,568,000	\$2,568,000	N/A	-\$3,199,781	\$3,199,781
		National Highway System	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		National Hwy Performance Prgm	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		CMAQ	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Non-Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		TAP/Enhancements	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TA7	MPO Sub-Total		\$5,470,515	\$613,711	\$4,856,804	\$4,670,515	-\$539,495	\$5,210,010	\$4,670,515	-\$2,032,146	\$6,702,661	\$4,670,515	\$2,102,515	\$2,568,000	\$19,482,059	\$144,584	\$19,337,475
MPO "Statewide" CMAQ Funds - SAC 4TB7																	
SC04	4TB7	CMAQ	\$4,637,958	\$0	\$4,637,958	\$4,198,660	\$0	\$4,198,660	\$3,192,819	\$0	\$3,192,819	\$537,398	\$0	\$537,398	\$12,566,836	\$0	\$12,566,836
		Un-Assigned Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4TB7	MPO Sub-Total		\$4,637,958	\$0	\$4,637,958	\$4,198,660	\$0	\$4,198,660	\$3,192,819	\$0	\$3,192,819	\$537,398	\$0	\$537,398	\$12,566,836	\$0	\$12,566,836
MPO Sub-allocated Enhancement Funds - SAC 4TC7																	
SC04	4TC7	TAP/Enhancements	\$767,052	\$586,552	\$180,500	\$467,052	-\$668,453	\$1,135,505	\$467,052	\$467,052	\$0	\$467,052	-\$503,273	\$970,325	\$2,168,209	-\$118,121	\$2,286,330
		STP	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		CMAQ	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TC7	MPO Sub-Total		\$767,052	\$586,552	\$180,500	\$467,052	-\$668,453	\$1,135,505	\$467,052	\$467,052	\$0	\$467,052	-\$503,273	\$970,325	\$2,168,209	-\$118,121	\$2,286,330
MPO Sub-allocated Planning STP Funds - SAC 4TD7																	
SC04	4TD7	STP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SC04		Metro Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TD7	MPO Sub-Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO Sub-allocated Planning CMAQ Funds - SAC 4TE7																	
SC04	4TE7	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TE7	MPO Sub-Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SCATS	MPO Sub-Total		\$10,875,525	\$1,200,263	\$9,675,262	\$9,336,227	-\$1,207,948	\$10,544,175	\$8,330,386	-\$1,565,094	\$9,895,480	\$5,674,965	\$1,599,242	\$4,075,723	\$34,217,104	\$26,463	\$34,190,640

SCATS FY2016 - FY2019 TIP Fiscal Analysis																	
Includes Line Item Projects			SFY 2016			SFY 2017			SFY 2018			SFY 2019			4 Year STIP		
Line #	Type		Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
State/Local Match Program 002/042/Labor/Local Match																	
14	State Funds (002)		\$9,823,600	\$0	\$9,823,600	\$9,278,007	\$0	\$9,278,007	\$6,322,398	\$0	\$6,322,398	\$2,775,000	\$0	\$2,775,000	\$28,199,005	\$0	\$28,199,005
15	State Bonds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Labor - State Match		\$392,620	\$0	\$392,620	\$289,675	\$0	\$289,675	\$199,541	\$0	\$199,541	\$189,210	\$0	\$189,210	\$1,071,046	\$0	\$1,071,046
17	Labor - Local Match		\$36,500	\$0	\$36,500	\$14,780	\$0	\$14,780	\$4,709	\$0	\$4,709	\$0	\$0	\$0	\$55,989	\$0	\$55,989
18	Local Match		\$1,482,886	\$0	\$1,482,886	\$7,125,564	\$0	\$7,125,564	\$2,114,520	\$0	\$2,114,520	\$1,469,981	\$0	\$1,469,981	\$12,192,951	\$0	\$12,192,951
Grand Totals State/Local/GRF			\$11,735,606	\$0	\$11,735,606	\$16,708,026	\$0	\$16,708,026	\$8,641,168	\$0	\$8,641,168	\$4,434,191	\$0	\$4,434,191	\$41,518,991	\$0	\$41,518,991
Sub-Totals Fed Flex/State/Local Match (Above)			\$47,129,609	\$0	\$47,129,609	\$57,344,629	\$0	\$57,344,629	\$41,771,510	\$0	\$41,771,510	\$15,472,631	\$0	\$15,472,631	\$161,718,380	\$0	\$161,718,380
Other Federal																	
19	Earmarks / High Priority		\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
20	Appalachian Hwys		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
21	Highway Planning (2%)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
22	TAP/Enhancements		\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000
23	TAP/Safe Routes to School		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
24	Forest Highways		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
25	Metro Planning		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
26	RR Hazard Elimination		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
27	Trans & Com Sys Pres (TCSP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
28	Nat'l Historic Covered Bridge		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
29	National Corridor Boarder		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
30	Natl Cor Planning & Dev (NCPD)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31	LTAP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Other Federal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Totals			\$260,000	\$0	\$260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,000	\$0	\$260,000
Federal Discretionary																	
32	Emergency Relief		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
33	Scenic Byway		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
34	Ferry Boat		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Totals Discretionary Programs			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grand Totals FHWA			\$58,265,134	\$1,200,263	\$57,064,871	\$66,680,856	-\$1,207,948	\$67,888,804	\$50,101,897	-\$1,565,094	\$51,666,990	\$21,147,597	\$1,599,242	\$19,548,355	\$196,195,463	\$26,463	\$196,169,020

SCATS FY2016 - FY2019 TIP Fiscal Analysis																	
Includes Line Item Projects			SFY 2016			SFY 2017			SFY 2018			SFY 2019			4 Year STIP		
Line #	Type		Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
Transit Funding by Line Item																	
	5307 - Urban Formula Program																
36		5307 - Urban Formula Program	\$8,507,000	\$0	\$8,507,000	\$4,706,000	\$0	\$4,706,000	\$5,760,200	\$0	\$5,760,200	\$7,460,200	\$0	\$7,460,200	\$26,433,400	\$0	\$26,433,400
	5309 Bus & Bus Facil																
??		5309 / 0001 - Bus & Bus Facil	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
37		5309 / 0003 - New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
38		5309 / 0004 - Small Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5309 - Capital Investment Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5310 - Enhanced Mobility																
39		5310 - Enhanced Mobility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
40		5310 - Enhanced Mobility Small Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
41		5310 - Enhanced Mobility Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5310 - Enhanced Mobility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5311 - Rural Transit Program																
42		5311 - Rural Transit Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5312 - Natl Res & Techlgy Prgm																
43		5312 - Natl Res & Techlgy Prgm	\$10,315,770	\$0	\$10,315,770	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,315,770	\$0	\$10,315,770
	5316 - Job Access Rev Com Prgm - Remove																
44		5316 - Job Access Rev Com Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5317 - New Freedom Program - Remove																
45		5317 - New Freedom Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5329 - "State Safety Security Oversight"																
46		5329 State Safety Security Ovr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5337 - "Fixed Guideway Modernization"																
47		5337 / 0001 - Fixed Guidwy Mod	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
48		5337 / 0001-State of Good Rpr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
49		5337 / 0003-High Int Mtr Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5337 - "State of Good Repair"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5339 - "Bus & Bus Facilities"																
50		5339 / 0002 - Bus & Bus Facil	\$370,270	\$0	\$370,270	\$370,270	\$0	\$370,270	\$400,000	\$0	\$400,000	\$400,000	\$0	\$400,000	\$1,540,541	\$0	\$1,540,541
51		5339 - Bus & Bus Fac Sm Urb	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
52		5339 - Bus & Bus Fac Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Sub-Totals	\$370,270	\$0	\$370,270	\$370,270	\$0	\$370,270	\$400,000	\$0	\$400,000	\$400,000	\$0	\$400,000	\$1,540,541	\$0	\$1,540,541
	Transit State/Local Match																
53		Local Match-0001-Farbx Rev-Lcl	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
54		Local Match-0002-Local Ded-Tax	\$1,413,568	\$0	\$1,413,568	\$1,019,068	\$0	\$1,019,068	\$3,761,900	\$0	\$3,761,900	\$4,061,900	\$0	\$4,061,900	\$10,256,434	\$0	\$10,256,434
55		Local Match - 0003 - Local Oth	\$2,715,392	\$0	\$2,715,392	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,715,392	\$0	\$2,715,392
56		GRF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Transit Local Match	\$4,128,959	\$0	\$4,128,959	\$1,019,068	\$0	\$1,019,068	\$3,761,900	\$0	\$3,761,900	\$4,061,900	\$0	\$4,061,900	\$12,971,826	\$0	\$12,971,826
		Sub-Totals	\$23,321,999	\$0	\$23,321,999	\$6,095,338	\$0	\$6,095,338	\$9,922,100	\$0	\$9,922,100	\$11,922,100	\$0	\$11,922,100	\$51,261,536	\$0	\$51,261,536
Line #	Legend																
11-etc.	"Un-Assigned Federal" - Federal SAC codes but no Federal billing fund yet assigned (ie SACs 4PF7, 4BK7, TRAN, TRTR, etc.)																
17-18	"Local Match" = Budget matches estimates in that the local guarantees the source of funding based on the entire revenue sources for specific projects. (SACs LNTF, 4BG6, 4BG7, & 4BG9)																
Note: Garvee Bond, State Bond used Business Plan for Budgets. Also used Business Plan for Garvee Debt Service Estimates.																	

APPENDIX A

to the 2016 - 2019 Transportation Improvement Plan for Stark County Ohio

ENVIRONMENTAL JUSTICE ASSESSMENT

Introduction

Recognizing that the impacts of federal programs and activities may raise questions of fairness to affected groups, President Clinton, on February 11, 1994, signed Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations

The U.S. EPA's Office of Environmental Justice defines EJ as follows: "The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies."

While not a new requirement, EJ amplifies the provisions found in the three-decade old Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs and activities receiving federal funds. The transportation planning regulations issued in October 1993 require that metropolitan transportation planning processes be consistent with Title VI. EJ strengthens Title VI by requiring federal agencies to make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

SCATS devised a process to assess the impacts of the Transportation Improvement Program on the target populations.

Target Population

Demographic data were sought regarding target populations including minorities, low-income populations, minorities in poverty, and households without cars to respond to the direction of Executive Order 12898. These target populations were researched for the transportation study area of SCATS, which includes all of Stark County. The data set used to compile these statistics was the 2000 Census Transportation Planning Package (CTPP).

SCATS used Traffic Zone data to identify target populations. Traffic Zones are the basic unit of analysis for the SCATS transportation planning process. Census tracts and block groups were both too large an area for the detailed analysis necessary. Census blocks would provide very detailed information, but some demographic information is not available at the block level.

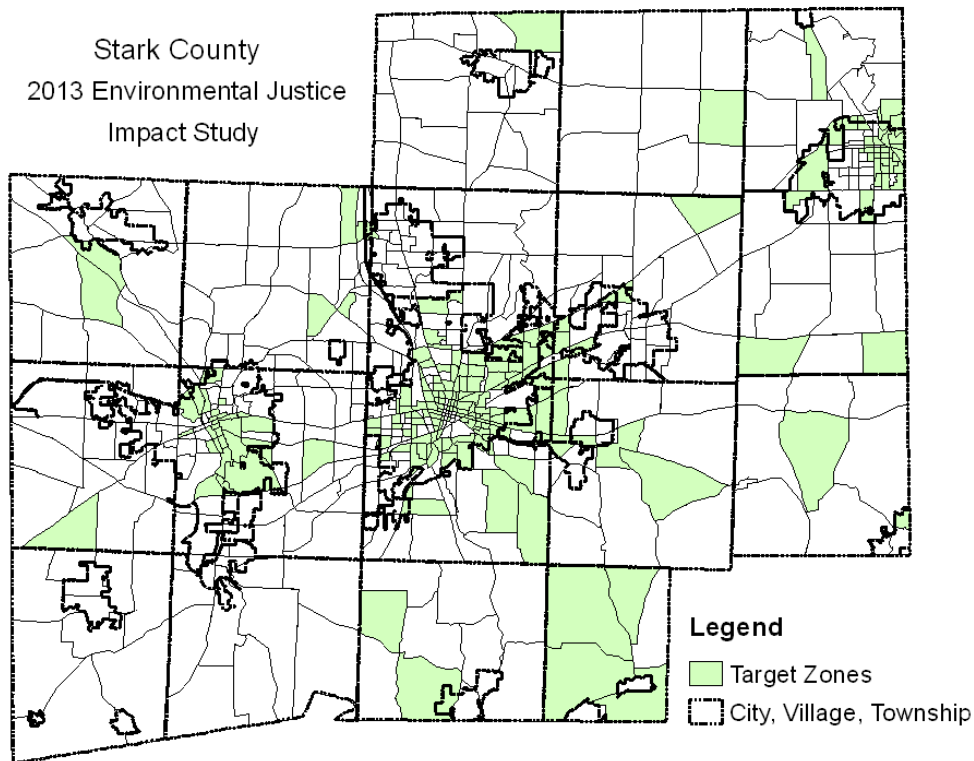
The map on the next page shows the target areas. There are 607 traffic zones in the SCATS area in the CTPP. Averages of regional totals for the various target populations were used as thresholds to identify concentrations of these populations in the study area. All Zones with minority populations greater than 12.0% of the total population or households in poverty of greater than 13% were identified as target areas. These numbers are slightly higher than the rates in the county as a whole. Two hundred seven (207) traffic zones were identified using the geographic information system (GIS).

The following table provides some statistics comparing the target zones to the total county population.

Environmental Justice Target Zones	All Zones	Minority Zones	Poverty Zones	Both Minority & Poverty	Target Zones (Either)	Per Cent of County
Number of Zones	607	151	157	101	207	34.1%
Population	378,111	81,549	75,024	56,979	99,594	26.3%
Whites	341,549	55,312	53,513	36,218	72,607	21.3%
Non-White	36,562	26,237	21,511	20,761	26,987	73.8%
Black	27,067	21,752	18,093	17,644	22,201	82.0%
Households	148,398	32,042	29,936	22,332	39,646	26.7%
Households Below Poverty	13,714	6,821	7,742	6,090	8,473	61.8%
Percent Below Poverty	9.24%	21.29%	25.86%	27.27%	21.37%	
Dwelling Units	156,896	35,503	32,777	24,813	43,467	27.7%
Zero Vehicle Households	10,399	5,391	5,420	4,436	6,375	61.3%

The target zones represent 34% of the total number of zones in the county. They have only 26.3% of the county population but include 73.8% of the non-white population and 82% of the black population. The target areas contain 61.8% of the households below poverty. The target areas include 61.3% of the households with no vehicles available. Zero vehicle households were initially considered in screening for target areas but were rejected since small numbers of these households were scattered all over the county.

Stark County
2013 Environmental Justice
Impact Study



In examining the map, it is apparent that most of the target zones are clustered around the older cities of Canton, Massillon and Alliance. There are however a number of zones located in the more rural parts of the county. A number of targeted zones in the more suburban areas have a higher than average numbers of older adults.

Travel Time to Work

One measure of the impacts of the transportation system on target populations is how well these populations are served by the system. SCATS compiled travel times for target zones versus the county as a whole. The data came from census question “Length of your travel time to work”. The average travel time includes trips by all modes.

Travel times to work in minutes	All Zones	Target Zones
All Workers	16.56	16.17
Workers who drove alone	16.03	14.6
Workers who took transit	13.58	9.07

There is very little difference in the mean travel time to work for the county versus the targeted areas. There is greater difference for those that travel by transit. The timesaving for target zones are due, in part, to the central location of these zones. This is offset somewhat by the tendency to have more transit trips from the target areas. Therefore SCATS concludes that the transportation system serves target areas as well as it serves the non-target areas.

Impact Analysis

The executive order requires evaluation of the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but not be limited to:

- Bodily impairment, infirmity, illness or death
- Air, noise and water pollution and soil contamination
- Destruction or disruption of man-made or natural resources
- Destruction or diminution of aesthetic values
- Destruction or disruption of community cohesion
- Destruction or disruption of a community's economic vitality
- Destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects
- Displacement of persons, businesses, farms, or non-profit organizations
- Increased traffic congestion
- Isolation
- Exclusion or separation of minority or low-income individuals within a given community or from the broader community
- The denial of, reduction in, or significant delay in the receipt of benefits

The burden on the transportation planner is to gauge the impact of the transportation program as a whole on target areas scattered across the entire region and determine whether there are disproportionate negative impacts. At the Plan stage of project development, project scopes are still being defined and there is often little information upon which to base an impact analysis.

There are, however, clearly types of projects that can be expected to have the greatest impacts. Resurfacing projects, bridge replacements, signal projects, and other system preservation projects generally have few serious adverse impacts and benefits tend to accrue to the same people impacted. The projects such as new roadways, major widening projects, roadway relocations and new interchanges all may generate adverse impacts. Impacts from these projects generally fall most seriously on adjacent property, while the benefits accrue to the public at large.

SCATS concentrated on these projects in order to assess the impacts on the target areas. One characteristic these projects share is the need to acquire right of way. Therefore,

SCATS identified those TIP projects which require additional right of way. These projects are listed in the table below:

<u>Name</u>	<u>Type</u>	<u>Year</u>
SR 0043 17.24	Widening	2016
SR 0153 00.80 - Mahoning Road	Corridor	2017
Iron Horse Bike/Ped Trail (Early Hill)	Trail	2017
SR 0619 02.59	Widening	2017
Hoover Trail West	Trail	2016
West Maple Turn Lane	Widening	2018
US 62 24.90	Realignment	2018
Wales Road (SR241) Rehab	Widening	2019
Everhard Rd and Whipple Ave	Intersection	2018
SR93 (Cherry St) - Locust St Intersection	Intersection	2017
Beeson St - Freshley Ave Roundabout	Roundabout	2017
Pleasant Valley Drive Bridge	Trail Bridge	2019

Impacted zones were then identified using GIS software. Any project within 0.25 mile of any part of an Impact Project was assumed to be an impacted zone. The map on the next page shows the impacted zones and impact projects. Ninety one of the 607 zones were identified as impacted zones. Of these impacted zones, 38 were target zones. The following table summarizes the economic justice analysis of the 2016-2019 Transportation Improvement Program highway projects.

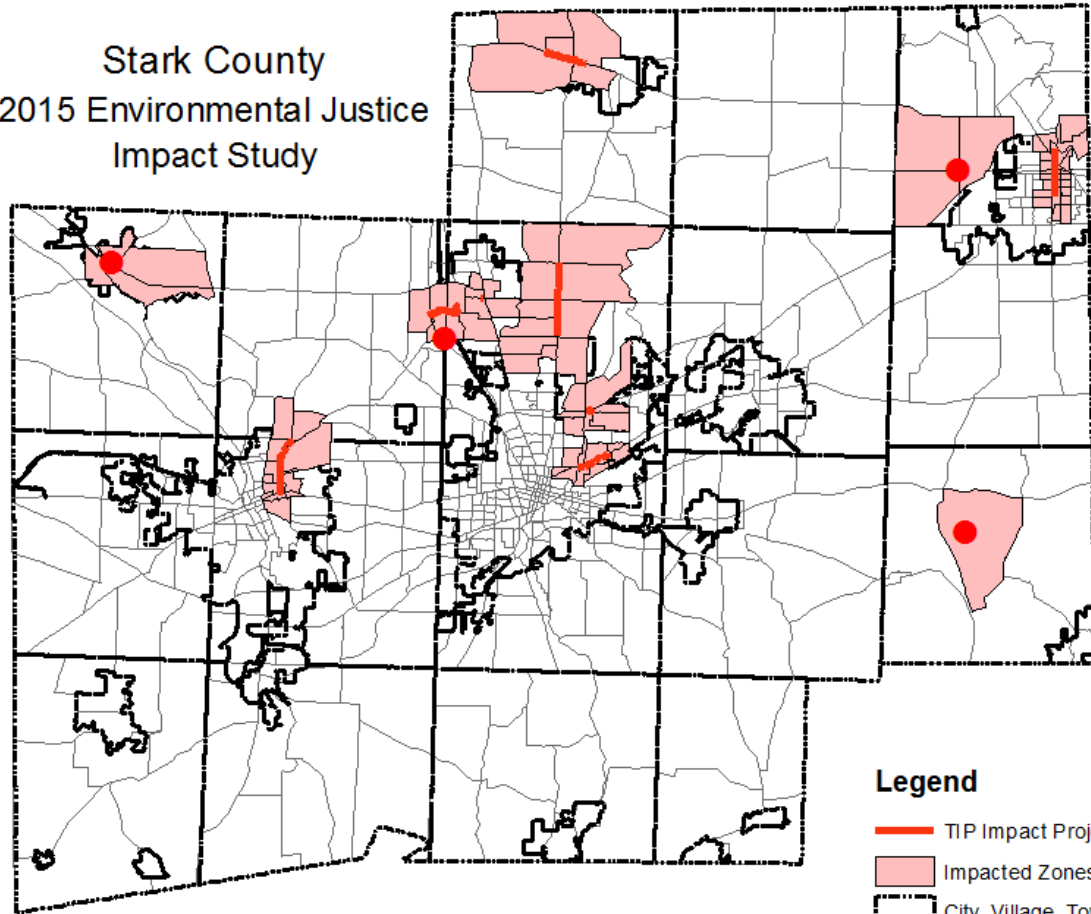
Environmental Justice Target Zones	All Zones	All Zones %	All Impacted Zones	All Impacted Zones %	Target Zones	Target Zones Impacted	Per Cent of all zones	Per Cent of Target Zones
Zones	607		91		207	38	15%	18%
Population	378,111		71,445		99,594	21,005	19%	21%
Whites	341,549	90%	63,655	89%	72,607	14,950	19%	21%
Non-White	36,562	10%	7,790	11%	26,987	6,005	21%	22%
Black	27,067	8%	6,084	9%	22,201	5,165	22%	23%
Households	148,398		28,053		39,646	8,224	19%	21%
Households Below Poverty	13,714	9%	2,776	10%	8,473	1,799	20%	21%
Dwelling Units	156,896		29,693		43,467	9,102	19%	21%

Zero Vehicle Households	10,399	7%	1,919	7%	6,375	1,216	18%	19%
-------------------------	--------	----	-------	----	-------	-------	-----	-----

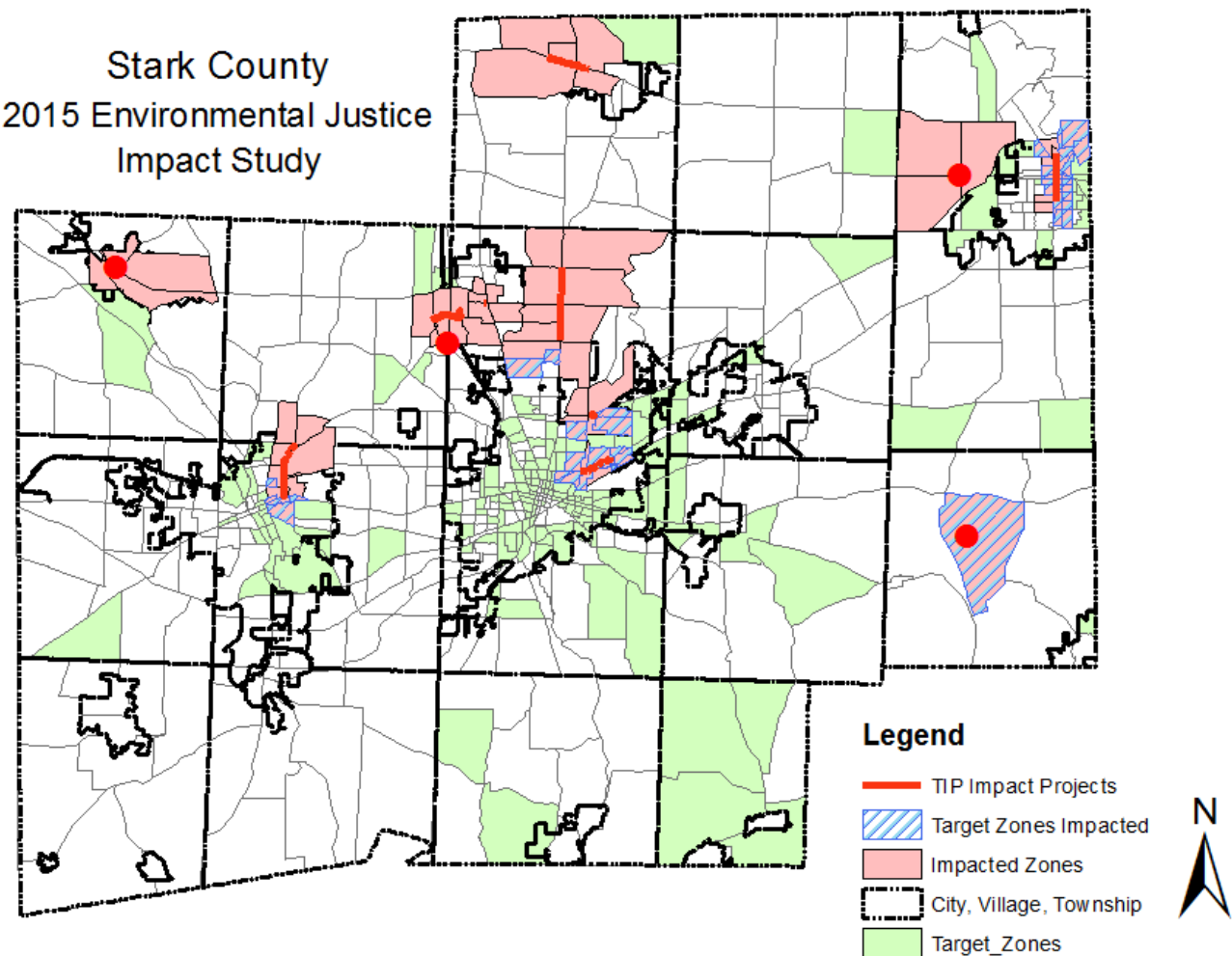
15% of target zones were impacted versus 18% of all zones. The impacted zones contained a smaller percent of minority populations (21%) than total population (22%). Impact zones contained a slightly higher percent of households below poverty level (20%) than total households (19%).

20% of households in impacted zones are below the poverty level compared to 21% of all zones. A comparable number of households in impacted zones are zero vehicle households compared to all zones. Considering the type of projects in the City of Canton, that is having an impact on a number of target zones, the impact appears minimal considering the long term economic improvement to the area and the addition of bicycle and pedestrian facilities should improve mobility for zero vehicle households and other non-motorized users. A number of high crash intersections will be improved increasing safety for both residents and other users of the roadway. In conclusion, SCATS analysis does not show any pattern of disproportionate adverse impacts on target zones or populations.

Stark County
2015 Environmental Justice
Impact Study



Stark County
2015 Environmental Justice
Impact Study



Appendix B – Air Quality

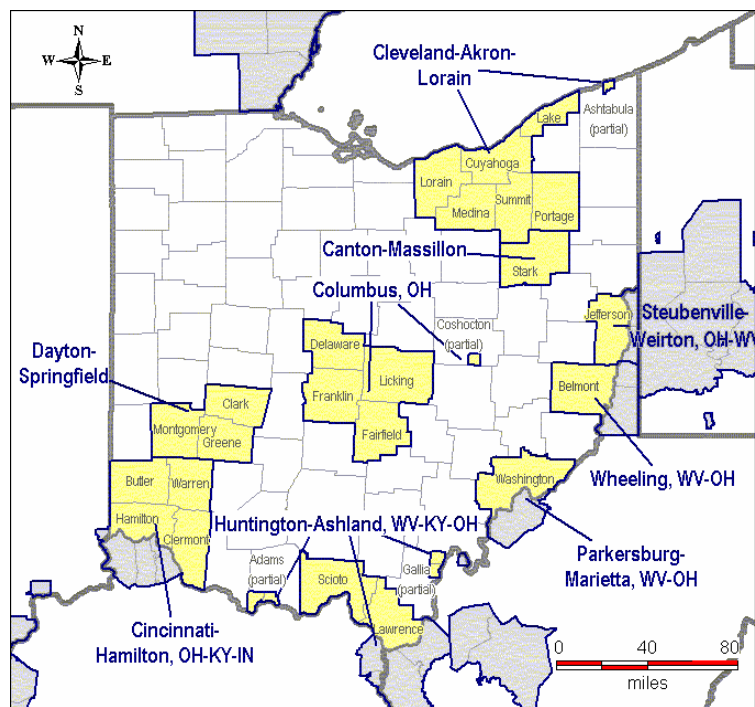
Transportation Air Quality Analysis and Technical Documentation For the Canton/Massillon Metropolitan Statistical Area State Implementation Plan Inventory Mobile Emission Estimates For the U.S. EPA 1997 Annual PM_{2.5} National Ambient Air Quality Standard

INTRODUCTION

This memorandum documents the air quality analysis and underlying planning assumptions performed for the Annual PM_{2.5} on-road mobile source emission inventories for the Canton/Massillon Metropolitan Statistical Area State Implementation Plan (SIP). The Ohio Department of Transportation (ODOT), Division of Transportation System Development-Modeling and Forecasting Section and the Stark County Area Transportation Study (SCATS) completed this analysis in coordination with the Ohio Environmental Protection Agency (OEPA).

The SCATS Region is comprised of Stark County, Ohio. The Canton/Massillon Metropolitan Statistical Area (MSA) was classified as nonattainment for PM_{2.5} in the Federal Register on December 18th, 2014. Although the MSA area also includes Carroll County, OEPA and USEPA concurred that only Stark County is designated as the nonattainment area within the MSA as Carroll County is rural in nature with a population of less than 30,000. SCATS is the MPO (Metropolitan Planning Organization) for this county. The SCATS MPO boundary and urban planning model cover the entire nonattainment area. This area is shown on the following map as prepared by the USEPA.

Figure 1 – Location of Massillon/Canton MSA



Map as shown at: <http://www.epa.gov/pmdesignations/states/Ohio.htm>

SCATS submitted the necessary Travel Demand Model networks along with all land use and socio-economic demographics. The ODOT Modeling and Forecasting section performed the MOVES runs to generate travel-demand-model-based emission factors as well as the complete air quality analyses for the metropolitan area.

ON-ROAD MOBILE EMISSION CONFORMITY TEST RESULTS

Table 1 below presents a summary of the pollutant emissions including Fine Particulate Matter (PM_{2.5}) and Nitrogen Oxides (NO_x) modeled for the SCATS Region. The Model Years for the demonstration includes the Budget Year 2015 compared to 2020, Budget Year 2025, Interim Year 2030, and Maintenance Year 2040.

Table 1
SCATS REGION ON-ROAD MOBILE EMISSION CONFORMITY TEST RESULTS

PM_{2.5}						
Tons / Year						
	2015 Budget	2020 Emissions	2025 Budget	2025 Emissions	2030 Emissions	2040 Emissions
Canton						
Direct PM _{2.5}	204.33	80.483	101.5	63.875	61.612	64.350
NO _x	7782.84	4016.132	4673.83	3324.165	3146.191	3032.676

LATEST PLANNING ASSUMPTIONS

The annual PM_{2.5} inventory runs meet the latest planning-assumption requirements. This report will present the latest population and land use data available that calibrated the modeling process used to calculate the vehicle emissions for the mobile-emissions budgets as well as the input values for U.S. EPA's most recent emissions software MOVES for this air-quality determination.

This determination effort will require the use of U.S. EPA's most recent emissions software MOVES for all mobile source-emission analyses, and the annual emissions estimates will be based a single-season approach. Since travel demand models produce average daily conditions, the daily emissions estimates are multiplied by 365 days to produce annual emissions estimates expressed in tons per year.

TRAVEL DEMAND MODELING - ANALYSIS YEARS

A Travel Demand Model (TDM) is the traditional forecasting tool used to examine potential changes in future travel patterns for a specific study area, in this case the Canton/Massillon Metropolitan Statistical Area. The SCATS MPO, with the assistance of ODOT Modeling & Forecasting, maintains a validated region-wide TDM that employs a four-step modeling process consisting of trip generation, trip distribution, mode choice, and route assignment performed with the Cube Voyager software package. The model outputs generated from the TDM are link-by-link directional traffic volumes for four time periods, morning, mid-day, evening, and night-time. The outputs are used for simulating Base Year and Horizon Year travel patterns generated by the LRTP transportation network.

The current SCATS TDM Validation Year is 2000. The model uses comparable Average Daily Traffic count data, updated socio-economic variables for each of the analysis years by projecting land use commitment for 2020, 2025, 2030 and 2040 variables based on a straight-line extrapolation between the 2015 set of variables and the Horizon Year 2040 variables. These networks represent all planned federal-aid projects as well as any regionally significant projects found in the SCATS TIP and LRTP expected to be open for traffic by the end of each respective analysis year.

The interagency consultation process, established the following model years for the analysis that reflected the most recent correspondence from the U.S. EPA:

- Budget Year 2015 – Budget Year
- Analysis Year 2020 – TIP-Timeframe Year compared to 2015 Budget
- Analysis Year 2025 – Budget Year
- Analysis Year 2030 – Interim Year
- Analysis Year 2040 – Maintenance Year

While the conformity rule does not specify how to address budget years that are within one year of the first year of the plan, 40 CFR 23.118(d)(2) does state that the regional emissions analyses are for the years in the “timeframe of the conformity determination.” FHWA, EPA, and Ohio EPA, agree that a 2015 analysis year is outside of the 2016-2019 TIP timeframe, and therefore it is not appropriate to have an analysis year of 2015. EPA, Ohio EPA, and FHWA all concur that any year from 2016 to 2020 would be acceptable as the first analysis year, to be compared against 2015 budgets. Because 2020 represents the “build” condition of the 2016-2019 TIP, it was chosen as the first analysis year in the inter-agency consultation process.

SOCIO-ECONOMIC DEMOGRAPHICS

Identifying projected growth centers and understanding urban and rural population changes are essential to determining future transportation needs in a given study area. Critical elements include an understanding of the past and anticipated future shifts in the region's economy, population, land use patterns, and other environmental factors over time. In turn, these factors are useful for predicting future transportation patterns and justifying transportation improvements over the next twenty years.

Travel forecasting procedures require the user to delineate the TDM study area into geographic areas called Traffic Analysis Zones (TAZs). Typically, TAZs are based on factors such as land use, area types (urban, suburban or rural), or political government units such as cities, villages, or townships. TAZs represent centers of travel generators or attractors based on a set of demographic variables. The SCATS MPO collects and reviews the TDM independent variables that characterize current and future estimates of the metropolitan area's social and economic activity that may influence land-use development patterns. In all, there are 690 TAZs in the SCATS model. Figure 2 displays the SCATS MPO geography covered by the travel demand model including the Traffic Analysis Zone structure. The computer-based TDM for the SCATS highway network employs the following land use variables:

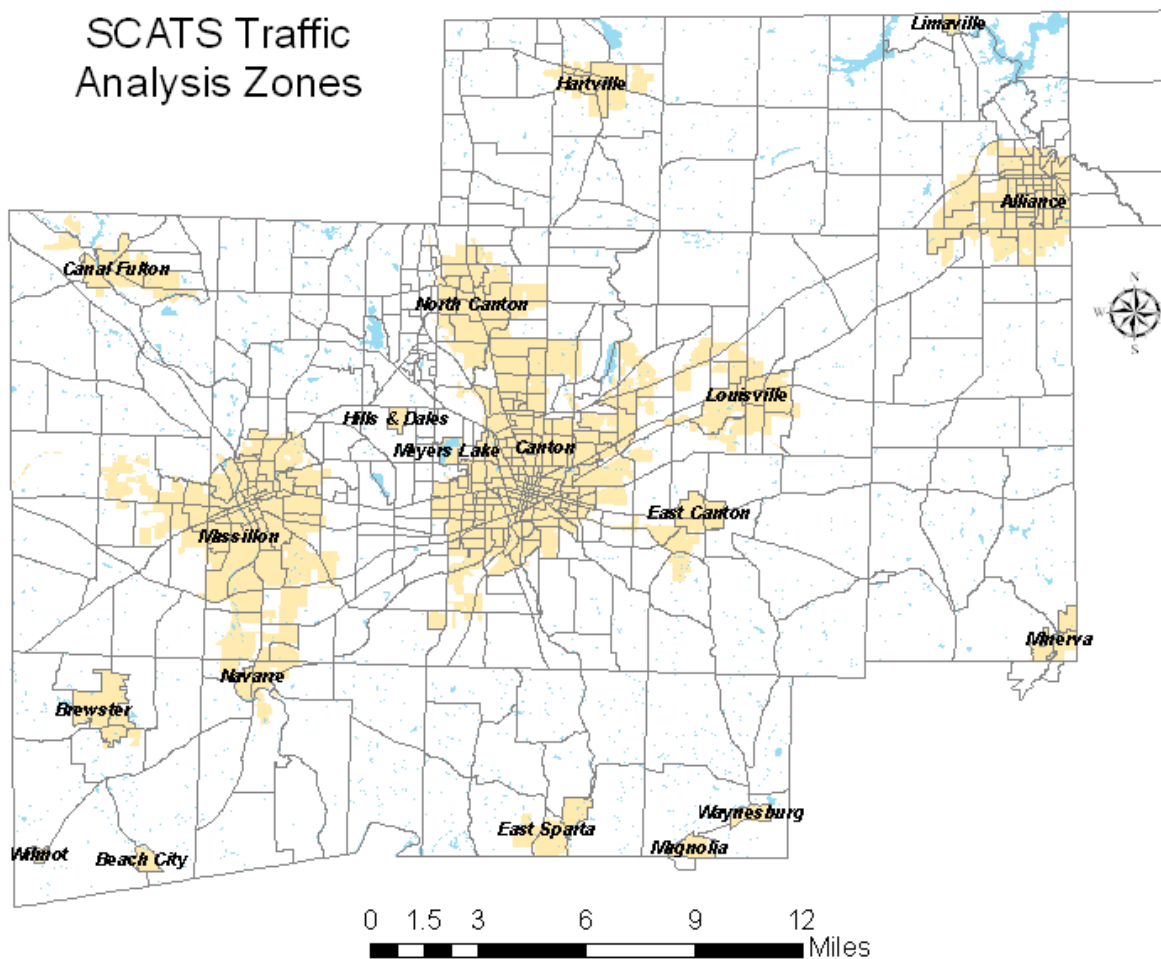
- [AREA_TYPE] ≡ Area Type
- [AVG_PARK] ≡ Average parking cost
- [ENROLL] ≡ School enrollment classified by Private [ENROLL_PRIV], Public [ENROLL_PUB] and Post-secondary [ENROLL_UNIV] schools
- [HOTEL_RM] ≡ Hotel Rooms
- [MED_HHINC] ≡ Median household income
- [POP] ≡ Population
- [POP_18] ≡ Population 18 years or less
- [POP_GRP] ≡ Population residing in Group Quarters
- [TOTEMP] ≡ Total Employment grouped by the North American Industrial Classification System (NAICS)
- [TOT_HH] ≡ Occupied housing
- [TOT_VEH] ≡ Vehicles available per household
- [WORKERS] ≡ Workers per household

Table 2 is a set of demographic variables developed for the most recent Long-Range Transportation Plan for the SCATS area compiled in May, 2013.

Table 2
SCATS REGION
REPRESENTATIVE SOCIO-ECONOMIC DEMOGRAPHIC
VARIABLES 2020-2040

	2020	2025	2030	2040
Population	385,693	388,335	390,665	395,619
Households	162,221	166,955	171,362	180,520
Employment	179,659	200,902	220,114	260,306

Figure 2
SCATS GEOGRAPHIC AREA
COVERED BY TRAVEL DEMAND MODEL
AND TRAFFIC ANALYSIS ZONE STRUCTURE



EMISSION-FACTOR GENERATION

The MOVES model generated the emission factors for the budget year, 2015, representing the transportation road network as it currently exists in the SCATS Region. The model also generated emission factors for three future-year scenarios 2025, 2030, and 2040.

Table 3 summarizes the settings used in the MOVES run specification file and the MOVES County-Data Manager. The subsequent tables provide the specific inputs that are not using the MOVES default values.

Table 3
MOVES INPUTS

RunSpec Parameter Settings	
MOVES Version	MOVES2010a
Scale	Custom Domain
MOVES Modeling Technique	Emission Factor Method Rates per Distance Rates per Vehicle
Time Span	Time Aggregation: Hour 1 Month representing average annual temperatures All hours of day selected 16 speed bins Weekdays only
Geographic Bounds	Stark County
Vehicles/Equipment	All source types, gasoline and diesel
Road Type	All road types including off-network
Pollutants and Processes	NO _x , All PM _{2.5} categories, SO ₂ , Total Energy Consumption
Strategies	None
General Output	Units = grams, joules and miles
Output Emissions	Time = hour, Location = custom area, on-road emission rates by road type and source use type
Advance Performance	None

Table 3 (continued)
MOVES INPUTS

County Data Manager Sources	
Source Type Population	Combination of local and default data Local data from motor vehicle registration Default data used for source types 51, 52, 53, 61, and 62 Future year growth rate based on MPO model Household growth rate
Vehicle Type VMT	Combination of local and default data HPMSVTypeYear VMT = daily VMT from travel demand model monthVMTFraction = default dayVMTFraction=default hourVMTFraction=local
I/M Program	None
Fuel Formulation	Default
Fuel Supply	Default
Metereology Data	Local data obtained from NOAA National Climatic Data Center. Data will consist of monthly high and low temperatures and daily relative humidity for 2002.
Ramp Fraction	Using the base year travel demand model for VHT fractions. Future fractions will be assumed constant
Road Type Distribution	Use ODOT county summary VMT categorized by federal functional classes
Age Distribution	Combination of local and default data. Local data from motor vehicle registration Default data used for source types 41, 42, 43, 51, 52, 53, 61, and 62 The same age distribution will be used for all analysis years
Average Speed Distribution	Default
Alternative Fuel Type	Default

TEMPERATURE AND RELATIVE HUMIDITY

The single season approach for temperature and relative humidity uses weather data collected by the National Oceanic and Atmospheric Administration (NOAA) National Climatic Data Center (NCDC). Temperature data for the MOVES emission factors came from the Akron Canton Airport and are shown in Table 4. Data entered into a spreadsheet, provided by U.S. EPA, converted the Mobile6 data to get the correct data for the MOVES model. Annual PM_{2.5} emissions data were established using the single season methodology. The standard emissions modeling routines establish daily pollutant burdens. Annual direct PM_{2.5}, NO_x precursor, and SO₂ emissions for the PM_{2.5} conformity tests were established by multiplying the daily model results by 365.

Table 4 – Temperature and Relative Humidity Data

Hour	Average Temperature	Average Relative Humidity
1	60.8	82
2	57.2	93
3	57.2	93
4	60.8	82
5	60.8	87
6	62.6	82
7	62.6	82
8	64.4	77
9	66.2	72
10	66.2	72
11	68.0	68
12	69.8	64
13	69.8	64
14	71.6	60
15	69.8	60
16	69.8	60
17	69.8	64
18	66.2	68
19	66.2	63
20	66.2	68
21	66.2	68
22	64.4	72
23	64.4	72
24	60.8	82

RAMP FRACTION

The Base-Year Travel Demand Model used the Vehicles Hour of Travel (VHT) fractions to derive the Ramp Fractions shown in Table 5. The future-year networks also used the base-year fractions.

Table 5
RAMP FRACTIONS

roadTypeID	roadDesc	rampFraction
2	Rural Restricted Access	0.05
4	Urban Restricted Access	0.13

SOURCE-TYPE POPULATION

A combination of local and MOVES default data is the Source-Type Population for vehicle classifications. The MOVES default values provided the data for Source-Type Population 51, 52, 53, 61, and 62 while local data from Ohio motor vehicle registrations accounted for all other Source-Type

Population needed to run the MOVES model. Table 6 shows the Source-Type Population identifications, the corresponding Source-Type Name, and the number of vehicles analyzed for Stark County.

Table 6
SOURCE-TYPE POPULATION FOR YEAR 2005

sourceTypeID	sourceTypeName	sourceTypePopulation
11	MotorCycle	24,199
21	Passenger Car	282,913
31	Passenger Truck	129,129
32	Light Commercial Truck	2,916
41	Intercity Bus	129
42	Transit Bus	19
43	School Bus	744
51	Refuse truck	86
52	Single Unit Short-haul Truck	182
53	Single Unit Long-haul Truck	138
54	Motor Home	418
61	Combination Short-haul Truck	1,063
62	Combination Long-haul Truck	1,223

VEHICLE-AGE DISTRIBUTION

A grouping of data from Ohio sources along with the MOVES model defaults make up the Vehicle-Age Distribution. MOVES default values included Vehicle-Type ID 41, 42, 51, 52, 53, 61, and 62. Local data from Ohio motor vehicle registrations accounted for all other Vehicle-Type ID. Table 7 shows the Vehicle-Age Distribution for Stark County.

Table 7
VEHICLE-AGE DISTRIBUTION FOR STARK COUNTY, OH

Year	Source Type	Age	Fraction		Year	Source Type	Age	Fraction
2005	11	0	0.0015		2005	21	0	0.0060
2005	11	1	0.0214		2005	21	1	0.0238
2005	11	2	0.0508		2005	21	2	0.0362
2005	11	3	0.0633		2005	21	3	0.0440
2005	11	4	0.0790		2005	21	4	0.0471
2005	11	5	0.0733		2005	21	5	0.0510
2005	11	6	0.0719		2005	21	6	0.0491
2005	11	7	0.0794		2005	21	7	0.0530
2005	11	8	0.0576		2005	21	8	0.0562
2005	11	9	0.0530		2005	21	9	0.0545
2005	11	10	0.0446		2005	21	10	0.0624
2005	11	11	0.0365		2005	21	11	0.0613
2005	11	12	0.0260		2005	21	12	0.0562
2005	11	13	0.0217		2005	21	13	0.0543
2005	11	14	0.0203		2005	21	14	0.0487
2005	11	15	0.0210		2005	21	15	0.0500
2005	11	16	0.0167		2005	21	16	0.0398
2005	11	17	0.0114		2005	21	17	0.0337
2005	11	18	0.0087		2005	21	18	0.0282
2005	11	19	0.0077		2005	21	19	0.0215
2005	11	20	0.0073		2005	21	20	0.0178
2005	11	21	0.0088		2005	21	21	0.0150
2005	11	22	0.0091		2005	21	22	0.0111
2005	11	23	0.0103		2005	21	23	0.0082
2005	11	24	0.0177		2005	21	24	0.0069
2005	11	25	0.0159		2005	21	25	0.0057
2005	11	26	0.0135		2005	21	26	0.0045
2005	11	27	0.0162		2005	21	27	0.0026
2005	11	28	0.0241		2005	21	28	0.0017
2005	11	29	0.0186		2005	21	29	0.0017
2005	11	30	0.0927		2005	21	30	0.0478

ROAD-TYPE DISTRIBUTION

The ODOT Division of Highways produced a summary of Vehicle Miles Traveled (VMT), categorized by federal functional class, for Stark County. This summary was used as the basis for the Road-Type-Distribution Fractions. Table 8 illustrates Road-Type Distribution.

Table 8
**ROAD-TYPE DISTRIBUTION FOR STARK COUNTY
NON-ATTAINMENT AREA**

Source Type	Road Type	Road Description	Road-Type VMT Fraction		Source Type	Road Type	Road Description	Road-Type VMT Fraction
11	1	Off-Network	0		43	4	Urban Restricted Access	0.19
11	2	Rural Restricted Access	0.01		43	5	Urban Unrestricted Access	0.62
11	3	Rural Unrestricted Access	0.18		51	1	Off-Network	0
11	4	Urban Restricted Access	0.19		51	2	Rural Restricted Access	0.01
11	5	Urban Unrestricted Access	0.62		51	3	Rural Unrestricted Access	0.18
21	1	Off-Network	0		51	4	Urban Restricted Access	0.19
21	2	Rural Restricted Access	0.01		51	5	Urban Unrestricted Access	0.62
21	3	Rural Unrestricted Access	0.18		52	1	Off-Network	0
21	4	Urban Restricted Access	0.19		52	2	Rural Restricted Access	0.01
21	5	Urban Unrestricted Access	0.62		52	3	Rural Unrestricted Access	0.18
31	1	Off-Network	0		52	4	Urban Restricted Access	0.19
31	2	Rural Restricted Access	0.01		52	5	Urban Unrestricted Access	0.62
31	3	Rural Unrestricted Access	0.18		53	1	Off-Network	0
31	4	Urban Restricted Access	0.19		53	2	Rural Restricted Access	0.01
31	5	Urban Unrestricted Access	0.62		53	3	Rural Unrestricted Access	0.18
32	1	Off-Network	0		53	4	Urban Restricted Access	0.19
32	2	Rural Restricted Access	0.01		53	5	Urban Unrestricted Access	0.62
32	3	Rural Unrestricted Access	0.18		54	1	Off-Network	0
32	4	Urban Restricted Access	0.19		54	2	Rural Restricted Access	0.01
32	5	Urban Unrestricted Access	0.62		54	3	Rural Unrestricted Access	0.18
41	1	Off-Network	0		54	4	Urban Restricted Access	0.19
41	2	Rural Restricted Access	0.01		54	5	Urban Unrestricted Access	0.62
41	3	Rural Unrestricted Access	0.18		61	1	Off-Network	0
41	4	Urban Restricted Access	0.19		61	2	Rural Restricted Access	0.01
41	5	Urban Unrestricted Access	0.62		61	3	Rural Unrestricted Access	0.18
42	1	Off-Network	0		61	4	Urban Restricted Access	0.19
42	2	Rural Restricted Access	0.01		61	5	Urban Unrestricted Access	0.62
42	3	Rural Unrestricted Access	0.18		62	1	Off-Network	0
42	4	Urban Restricted Access	0.19		62	2	Rural Restricted Access	0.01
42	5	Urban Unrestricted Access	0.62		62	3	Rural Unrestricted Access	0.18
43	1	Off-Network	0		62	4	Urban Restricted Access	0.19
43	2	Rural Restricted Access	0.01		62	5	Urban Unrestricted Access	0.62
43	3	Rural Unrestricted Access	0.18					

POST PROCESSING

Several custom programs created by ODOT were used to compute the total emissions. The process uses data on daily and directional traffic distributions as well as more up-to-date volume/delay functions from the 2000 Highway Capacity Manual (HCM). This process, described below and illustrated in Figure 4, also uses rewritten code able to handle the newer model network formats and MOVES-generated emission factors.

The first step in the process involves running `postcms.exe` to calculate hourly link volumes based on the percentage of the daily volume (travel demand model output) determined by a link's facility and area type. The analysis does not use the link speeds from the travel demand model. Using a link's volume-to-capacity ratio and link group code, a post-process to the model based on HCM methods estimates the link speeds.

The second step (`mmoves.exe`) uses a combination of the MOVES emission factors and the hourly link volumes that are output of the `postcms.exe` program. The hourly volumes are multiplied by the MOVES emission factor for the corresponding hour of day, speed bin, and road type to calculate emissions for every network link for each hour. The total link on-road vehicle emissions for the area are the sum of all individual link-hour emissions.

The third step, (`vehcalm.exe`), calculates vehicle-based emissions for each source type for each hour of the day. A combination of local and default data is the source for the vehicle source type. The final vehicle emissions are the sum of all individual hourly emissions for all vehicle types.

Since the intrazonal trips are not loaded onto the network, the fourth step in the process requires a separate method to account for those trips that use local roads to travel within a zone. The `intracalm.exe` program uses intrazonal trips to estimate VMT using the area in square miles and intrazonal trips of each zone. The computer program assumes that the zone is circular and uses the radius of the circle as the average trip length for these intrazonal trips. By combining MOVES-generated emissions with estimated intrazonal VMT, the intrazonal emissions are then calculated. The emission rates are the same as those used to calculate link-based emissions.

The final step is to summarize link, vehicle, and intrazonal emissions for each pollutant, and analyzed year, and to multiply annual average daily emissions by 365 to produce an annual estimate.

INTERAGENCY CONSULTATION DOCUMENTATION

Ohio 2016-2019 STIP/TIPs Air Quality Conformity Interagency Consultation January 6, 2015 Conference Call Notes

An Ohio Air Quality Transportation Conformity Interagency Consultation conference call was held on January 6, 2015 to coordinate the transportation conformity processes for the 2016-2019 TIP for the following Ohio MPO/air quality areas:

- Canton (SCATS)
- Cincinnati (OKI)
- Cleveland (NOACA)/Akron (AMATS)
- Columbus (MORPC) /Newark (LCATS)
- Dayton (MVRPC)/Springfield (CCS-TCC)

The conference call proceedings followed the agenda, below and an accompanying *16-19 TIP conformity strategy.xlsx* spreadsheet. The conference call **outcomes** are recorded below.

Conference Call Participants:

Victor Botoson, AMATS	Chad Parasa, MORPC	Dave Moore, ODOT
Nino Brunello, ODOT	Cory Golden, CCS-TCC	Leigh Oesterling, FHWA
Bill Davis, NOACA	Matt Hill, LCATS	Amy Prater, AMATS
Jeff Dutton, SCATS	Drew Hurst, ODOT	Vince Rapp, ODOT
Karl Lucas, SCATS	Phyllis Jividen, AMATS	Andy Reser, OKI
Dan Slicker, SCATS	Tony Maietta, US EPA	Ana Ramirez, MVRPC
Jeff Dodson, SCATS	Mike Maleski, OEPA	Andy Johns, FHWA
Nick Gill, MORPC	Ed May, NOACA	

Agenda Items:

1. Review AQ status for respective areas

Outcomes – The air quality status for the respective Ohio air quality areas was reviewed (*16-19 TIP conformity strategy.xlsx* spreadsheet, AQ Status Tab, columns D – G). Conference call participants confirm the accuracy of this information.

2. Confirm STIP/TIP air quality conformity strategy

- a. New analysis
- b. Reliance on previous analysis
 - i. MPOs will confirm that recent TRAC Program project schedules updates are consistent with previous analyses.
- c. Confirm Youngstown, Toledo, Lima, as 1997 Ozone Standard areas, are exempt from conformity requirements

Outcomes – TIP transportation conformity can be established based on new regional emissions analyses or via reliance on previous conformity analyses (40 CFR 93.122(g)). The strategy each Ohio air quality area will be employing for the 2016-2019 TIPs is recorded in *16-19 TIP conformity strategy.xlsx* spreadsheet, AQ Status Tab, column C. The conference call participants reviewed this information and following one correction for the Columbus/Newark are (revised to New Emissions Analysis) confirmed the accuracy of this information.

As a side note, FHWA also confirmed that the Lima, Toledo, and Youngstown regions, as solely 1997 Ozone standard areas, are exempt from transportation conformity.

Subsequent to this conference call, OKI provided email notice that upon further review of the region's 2016 – 2019 TIP projects, a new emissions analysis will need to be completed to demonstrate transportation air quality conformity. OKI also provided regional air quality status, budgets, and analysis years information to including on the *TIP conformity strategy.xlsx* spreadsheet, Cin Tab.

3. New analysis areas
 - a. review conformity tests
 - b. confirm applicable SIP budgets
 - c. confirm analysis years
 - d. latest planning assumptions
 - e. latest emission modeling
 - i. division of labor ODOT vs MPO for generating emissions
 - ii. emissions for entire aq area
 - f. Timely implementation of TCMs – Ohio SIPs do not include TCMs
 - g. Schedules

Outcomes – This agenda item focused on reviewing the applicable Ozone and PM_{2.5} SIP budgets and analysis years for MPOs that will be completing new regional conformity analyses 2016-2019 TIPs – Canton, Cleveland/Akron, Columbus/Newark, and Dayton/Springfield. The *16-19 TIP conformity strategy.xlsx* spreadsheet includes a tab, recording this information, for each of these air quality areas. The conference call participants reviewed the budgets and initial analysis year recommendations for each area. A good deal of discussion ensued regarding the appropriate first analysis year for the respective areas. Conference call participants were unable to achieve a consensus on this matter. US EPA agreed to research the matter and provide needed guidance. Following a series of telephone calls and email messages among FHWA-Ohio, US EPA-Region V, and OEPA, the following guidance was provided:

From: Leigh.Oesterling@dot.gov [mailto:Leigh.Oesterling@dot.gov]
Sent: Wednesday, January 21, 2015 8:58 AM
To: Moore, Dave
Cc: maietta.anthony@epa.gov; Maleski, Mike
Subject: Analysis Years for TIP Conformity - Follow-up to IAC mtg on 1/6/15

Dave,

Since our last IAC conference call on 1/6/15, I have coordinated with FHWA HQ, EPA Region 5, and Ohio EPA. While the conformity rule does not specify how to address budget years that are within one year of the first year of the plan, it does state that the regional emissions analysis are for the years in the “timeframe of the conformity determination.” FHWA, EPA, and Ohio EPA, agree that a 2015 analysis year is outside of the 2016-2019 TIP timeframe, and therefore it is not appropriate to have an analysis year of 2015. EPA, Ohio EPA, and FHWA all concur that any year from 2016 to 2020 would be acceptable as the first analysis year, to be compared against 2015 budgets. Per the 1/6/2015 IAC meeting it is our understanding that the MPOs doing regional emissions analysis will likely use 2020 as their first analysis year.

We ask that a short explanation be included in the emissions analysis narrative to explain the selection of the analysis years, including or referencing information such as: 2020

represents the “build” condition of the 2016-2019 TIP, the reference to 40 CFR 23.118(d)(2) (see below), and the 1/6/2015 IAC meeting and the follow-up IAC communications, including this email.

40 CFR 23.118(d)(2): the regional emissions analysis may be performed for any years in the timeframe of the conformity determination (as described under 93.106(d)) provided they are not more than 10 years apart and provided the analysis is performed for the attainment year (if it is in the timeframe of the transportation plan and conformity determination) and the last year of the timeframe of the conformity determination

Thank you for your patience as we worked together to resolve this issue.
Please “respond to all” if you have any questions or concerns,

Leigh

Leigh A. Oesterling, Planning & Environmental Team Leader
Federal Highway Administration – Ohio Division
200 N. High Street, Room 328
Columbus, OH 43215
(614) 280-6837
leigh.oesterling@dot.gov

The *16-19 TIP conformity strategy.xlsx* conformity year analysis tables have been updated to reflect the guidance referenced above. The respective areas’ 2016 – 2019 TIP conformity analyses will be performed consistent with the analysis years identified in the updated *16-19 TIP conformity strategy.xlsx* spreadsheet.

Conference call participants coordinated work efforts, between ODOT and the MPOs, needed to prepare emission estimates for the respective areas – MOVES emissions factors, updated travel demand model analysis year networks, travel demand model runs. ODOT committed to providing needed MOVES emission factors by the first week of February, 2015.

4. STIP/TIP Conformity documentation

Outcomes – conference call participants reviewed the standardized information that needs to be included in the TIP conformity documentation, including:

- latest planning assumptions (MPO travel demand socio-economic variables)
- latest emissions model – MOVES 2010A
- interagency consultation results
- document that Ohio SIPs do not include TCMs
- analysis year network project lists
- emission generation input/output documentation
- Reminder that the final TIP public involvement effort needs to include the aq conformity documentation and results
- Reminder that the TIPs need to demonstrate fiscal constraint
- Reminder that the TIPs public information process needs to include response to any comments received

5. Include AQ conformity results in final STIP/TIP Public Involvement effort/event

Outcomes – Agenda item addressed, above.

6. TIP approval resolutions to affirmatively make an MPO T-Plan/2016-2019 TIP conformity determination

Outcomes –Reminder to MPO conference call participants that the MPO TIP approval resolution needs to include a “whereas” that the documenting the MPO Transportation Plan and the 2016-2019 TIP conform the region’s US EPA approved State Implementation Plan.

The following is a documentation of interagency consultation in addition to the initial conference call:

>>> "Brunello, Nino" <Nino.Brunello@dot.state.oh.us> 1/7/2015 2:50 PM >>>

Hi Dan,

I just wanted to double-check with you before I get started on this. By my notes, I’m going to provide new MOVES runs for 2030 and 2040, right?

Thanks,

Nino

~~~~~

Nino Brunello, P.E.

Modeling & Forecasting Section

Division of Planning

Ohio Department of Transportation

[\(614\) 752-5742](tel:6147525742)

**From:** Dan Slicker [<mailto:dkslicker@starkcountyohio.gov>]

**Sent:** Wednesday, January 07, 2015 2:57 PM

**To:** Brunello, Nino

**Subject:** Re: PM2.5 TIP conformity

Nino,

That's right. Also 2025 and I think they are still trying to determine whether to do 2015 or 2020.

Dan Slicker, P.E.

Stark County RPC

201 3rd St NE, #201

Canton, OH 44702

[330-451-7346](tel:3304517346)

>>> "Brunello, Nino" <[Nino.Brunello@dot.state.oh.us](mailto:Nino.Brunello@dot.state.oh.us)> 1/15/2015 11:06 AM >>>

Dan,

Attached are the results from the last PM2.5 analysis, dated 4/19/2012. Unless there are any major changes to 2015 or 2025, we could just use these to be consistent. The model assignments used for these are dated 5/4/2009. Since I won't be running MOVES for these two years, it wouldn't be hard to use new model assignments if you would prefer. It's up to you.

For 2030 and 2040, I have model assignments that you emailed me on 3/1/2013. Do you want me to use these, or would you like to give me new assignments? I have already finished creating the new MOVES emission rate files for these.

Thanks,

Nino

**From:** Dan Slicker [<mailto:dkslicker@starkcountyohio.gov>]

**Sent:** Thursday, January 15, 2015 12:00 PM

**To:** Brunello, Nino

**Subject:** RE: PM2.5 TIP conformity

Nino,

I'm not really sure what was in the 2015 and 2025 networks from 2009, but they are certainly different from the current 2015 and 2025 networks. How different they are, I don't really know. There are some minor changes in the 2030 and 2040 networks. While all of the same projects were listed in our last Plan, we've gotten more details on some of those projects. So, there are three new roundabouts and one new mid-link turn lane in these networks.

I'd prefer using the attached assignments. If they decide to go with a 2020 network instead of 2015, I have one ready to go.

Dan

>>> "Brunello, Nino" <[Nino.Brunello@dot.state.oh.us](mailto:Nino.Brunello@dot.state.oh.us)> 1/20/2015 10:40 AM >>>

Dan,

Attached are the results from the CMAQ post-processor. Using the assigned networks you gave me, I noticed a dip in VMT for 2030. I went back into CUBE to do a manual calculation of VMT and got the same trend. It doesn't match numbers in this spreadsheet, but my calculations came to 8,390,040 , 9,343,160 , 9,064,880 , and 10,676,100.

Is this right? Were you wanting me to run new assignments with these networks, or do you want to investigate this yourself?

Nino

**From:** Dan Slicker [<mailto:dkslicker@starkcountyohio.gov>]

**Sent:** Wednesday, January 21, 2015 7:49 AM

**To:** Brunello, Nino

**Subject:** RE: PM2.5 TIP conformity

Nino,

Here are the new 2030 and 2040 assignments.

Dan

>>> "Brunello, Nino" <[Nino.Brunello@dot.state.oh.us](mailto:Nino.Brunello@dot.state.oh.us)> 1/21/2015 8:54 AM >>>

I'm still getting similar results. I've attached a screen shot showing the trip tables that I've been using as inputs to the post-processor. They aren't from the assignments you sent, but from some other runs I did in the past. I wasn't too worried about using these since they are being used only for calculating intrazonal VMT, which makes up a tiny fraction of the total VMT (about 0.5 %). I was looking at them now to get a feeling for how they compared to each other.

Can you look at the output trip tables from your assignments to see how they compare? Tab 5 is the best one since it's the largest.

**From:** Dan Slicker [<mailto:dkslicker@starkcountyohio.gov>]

**Sent:** Wednesday, January 21, 2015 9:08 AM

**To:** Brunello, Nino

**Subject:** RE: PM2.5 TIP conformity

The total trips in my table is 1,756,753 compared to your 1,755,964. So, <1%.

Dan

>>> "Brunello, Nino" <[Nino.Brunello@dot.state.oh.us](mailto:Nino.Brunello@dot.state.oh.us)> 1/21/2015 9:12 AM >>>

Sorry, I meant for you to compare your 4 tables against each other, to see if the trip totals increase over time.

**From:** Dan Slicker [<mailto:dkslicker@starkcountyohio.gov>]

**Sent:** Wednesday, January 21, 2015 12:01 PM

**To:** Brunello, Nino  
**Subject:** RE: PM2.5 TIP conformity

Yes, the trip totals increase over time: 1.52 million, 1.62 million, 1.64 million, and 1.76 million.

Dan

>>> "Brunello, Nino" <[Nino.Brunello@dot.state.oh.us](mailto:Nino.Brunello@dot.state.oh.us)> 1/21/2015 12:51 PM >>>  
Can't figure out why the VMT isn't proportional. Try this for me to see if you get the same results. For each network, add an attribute VMT, and compute  $VMT = DIST * VOL24\_TOT$   
Then look at network layer information for totals. I get:           8,390,040           9,343,160  
9,079,400           10,681,400

**From:** Dan Slicker [[dslicker@starkcountyohio.gov](mailto:dslicker@starkcountyohio.gov)]  
**Sent:** Wednesday, January 21, 2015 1:53 PM  
**To:** Brunello, Nino  
**Subject:** RE: PM2.5 TIP conformity

Just looked at the EE and EI tables, and 2025 has more trips than 2030. I must have messed up the interpolation. I will correct and rerun the assignments.

Dan

**From:** Dan Slicker [[dslicker@starkcountyohio.gov](mailto:dslicker@starkcountyohio.gov)]  
**Sent:** Wednesday, January 21, 2015 3:34 PM  
**To:** Brunello, Nino  
**Subject:** RE: PM2.5 TIP conformity

Hopefully, these networks are correct. VMTs are 8,320,980 9,268,640 9,771,930 and 10,681,400.

Dan

>>> "Brunello, Nino" <[Nino.Brunello@dot.state.oh.us](mailto:Nino.Brunello@dot.state.oh.us)> 1/22/2015 8:15 AM >>>

The totals are more reasonable now. The increase in PM for 2040 makes sense since this pollutant source is based more on brakewear and tirewear, and less on tailpipe emissions. So all future totals will increase with increasing VMT.

I also verified that emission estimates meet the budget limits.

**From:** Dan Slicker [[dslicker@starkcountyohio.gov](mailto:dslicker@starkcountyohio.gov)]  
**Sent:** Tuesday, February 10, 2015 9:51 AM  
**To:** Brunello, Nino  
**Cc:** Jeffrey Dutton  
**Subject:** 2020 Assignment

Nino,

According to Dave Moore's summary of the inter-agency consultation, they eventually decided to use the 2020 network instead of the 2015 network. The 2020 emissions will still be compared to the 2015 budget. So, here is our 2020 assignment.

Dan

>>> "Brunello, Nino" <[Nino.Brunello@dot.state.oh.us](mailto:Nino.Brunello@dot.state.oh.us)> 2/13/2015 8:34 AM >>>

Dan,

Attached is the revised AQ summary report which now includes emissions estimates for 2020. It's pretty straightforward, but let me know if you have any questions.

Thanks,

Nino

**From:** Kapichak, Rudolph

**Sent:** Friday, February 13, 2015 2:30 PM

**To:** Becoat, gregory; Benjamin, Lynorae; Blakley, Pamela; Bonifacino, Gina; Brown, Steven; Castro, Marina; Cooke, Donald; Donaldson, Guy; Farnagalo, Zuri; Fehn, Curt; Fernandez, Cristina; Garcia, Ariel; Hamilton, Heather; Kelly, Johnj; Khadr, Asrah; Laurita, Matthew; Leslie, Michael; Loutan, Reema; Mahdavi, Sarvy; Maietta, Anthony; Mastro, Donna; Mays, Rory; McHale, Mary; Myers, Dianna; OConnor, Karina; Pepple, Karl; Riley, Jeffrey; Russ, Timothy; Schoellkopf, Lynde; Sheckler, Kelly A.; Simcox, Alison; Smith, Suzanne; Somerville, Amanetta; Spann, Jane; Tax, Wienke; Vagenas, Ginger; Vaupel, Claudia; Velez-Rosa, Emllyn; Wong, Richard; Zeman, Melanie

**Cc:** Patulski, Meg; Berry, Laura; Larsen, Astrid; Dolce, Gary

**Subject:** The SIP Requirements Rule for the 2008 Ozone NAAQS Has Been Signed

Regional Contacts:

Earlier this afternoon the Administrator signed the final 2008 ozone NAAQS SIP requirements rule. Among other things the final rule revokes the 1997 ozone NAAQS for all purposes. The pre-proposal version of the notice can be found at:

<http://www.epa.gov/airquality/ozonepollution/pdfs/20150213fr.pdf>

Revocation of the 1997 ozone NAAQS is discussed in section IV.A. of the notice which starts on page 126 of the proposal.

The expectation is that the notice will be published in about 2 weeks. It will be effective 30 days after publication. So, the effective date will be in late-March or very early April.

Rudy Kapichak

State Measures and Transportation Planning Center

Transportation and Climate Division

Office of Transportation and Air Quality

US Environmental Protection Agency

e-mail: [kapichak.rudolph@epa.gov](mailto:kapichak.rudolph@epa.gov)

Phone: [734-214-4574](tel:734-214-4574)

*Driving Innovation in Clean Transportation*

**From:** Moore, Dave [<mailto:Dave.Moore1@dot.state.oh.us>]

**Sent:** Monday, February 23, 2015 7:36 AM

**To:** Botosan, Victor ([VBotosan@akronohio.gov](mailto:VBotosan@akronohio.gov)); 'Jeff Dutton'; Andy Reser ; Bill Davis ; [ngill@morpc.org](mailto:ngill@morpc.org); [aramirez@mvrpc.org](mailto:aramirez@mvrpc.org); 'Saleem Salameh'; [tmazur@lacrpc.com](mailto:tmazur@lacrpc.com); 'M Schumaker'; [mhill@lcounty.com](mailto:mhill@lcounty.com); 'Tracy Higgins ([tracy.higgins@moverc.org](mailto:tracy.higgins@moverc.org))'; [sschmid@clarkcountyohio.gov](mailto:sschmid@clarkcountyohio.gov); [mikepap@bhjmpc.org](mailto:mikepap@bhjmpc.org); 'DGedeon'; [rsharma@belomar.org](mailto:rsharma@belomar.org); [krodi@eastgatecog.org](mailto:krodi@eastgatecog.org); Brunello, Nino; Giaimo, Greg; Turner, Natasha; Johns, Andy (FHWA)

**Cc:** Shepler, Andrew; Hurst, Andrew; Rapp, Vincent; Maleski, Mike; Anthony Maietta

*Appendix B - PM<sub>2.5</sub> TIP Conformity Determination for Stark County, Ohio*

*Page B - 19*



([Maietta.Anthony@epamail.epa.gov](mailto:Maietta.Anthony@epamail.epa.gov)); Oesterling, Leigh (FHWA); Perry J Keller ([Perry.J.Keller@wv.gov](mailto:Perry.J.Keller@wv.gov)); Fred Durham ; Phinney, Scott; Jividen, Phyllis; [rlane@mpo.noaca.org](mailto:rlane@mpo.noaca.org); [rkoehler@oki.org](mailto:rkoehler@oki.org)

**Subject:** FW: The SIP Requirements Rule for the 2008 Ozone NAAQS Has Been Signed

All,

Ohio continues to work toward developing a new 2016 -2019 STIP/TIP, scheduled for a July 1, 2015 US DOT approval. An outstanding question with respect to the new STIP has been whether transportation conformity needed demonstrated for the 1997 Ozone standard. This question resulted from the December 23, 2014 D. C. Circuit Court's decision (NRDC versus US EPA) that US EPA lacked authority under the CAA to revoke the conformity requirements for the 1997 Ozone standard transportation conformity.

The email stream and web link below, confirm that US EPA, will soon publish an - Implementation of the 2008 NAAQS for Ozone: State Implementation Plan Requirements - Federal Register Notice final rule. This final rule will also "revoke the 1997 ozone NAAQS for all purposes". "The expectation is that the notice will be published in about 2 weeks. It will be effective 30 days after publication. So, the effective date will be in late-March or very early April."

Based on this pending US EPA rule making and the anticipated March/April 2015 effective date, ODOT is recommending that the Ohio 2016 – 2019 STIP/TIPs not include 1997 Ozone standard conformity determinations. ODOT also recommends that this email stream be included in the STIP/TIPs transportation conformity interagency consultation documentation.

ODOT welcomes comments on this matter from the STIP/TIP federal and state review agencies and the Ohio air quality area MPOs.

Thanks

Dave Moore

ODOT Statewide Planning Manager

**From:** Leigh.Oesterling@dot.gov [[Leigh.Oesterling@dot.gov](mailto:Leigh.Oesterling@dot.gov)]

**Sent:** Monday, February 23, 2015 8:04 AM

**To:** Moore, David; VBotosan@akronohio.gov; jrutton@co.stark.oh.us; areser@oki.org; bdavis@mpo.noaca.org; ngill@morpc.org; aramirez@mvrpc.org; SSalamah@ntelos.net; tmazur@lacrpc.com; mschumaker@lacrpc.com; mhill@lcounty.com1; tracy.higgins@mvrpc.org; sschmid@clarkcountyohio.gov; mikepap@bhjmpc.org; gedeon@tmacog.org; rsharma@belomar.org; krodi@eastgatecog.org; Brunello, Antonino; Giaimo, Gregory; Turner, Natasha; Andy.Johns@dot.gov

**Cc:** Shepler, Andrew; Hurst, Andrew; Rapp, Vincent; Maleski, Michael; Maietta.Anthony@epamail.epa.gov; Perry.J.Keller@wv.gov; William.F.Durham@wv.gov; Phinney, Scott; PJividen@akronohio.gov; [rlane@mpo.noaca.org](mailto:rlane@mpo.noaca.org); [rkoehler@oki.org](mailto:rkoehler@oki.org)

**Subject:** RE: The SIP Requirements Rule for the 2008 Ozone NAAQS Has Been Signed

FHWA Ohio Division supports ODOT's recommendations below.

Leigh A. Oesterling, Planning & Environmental Team Leader

Federal Highway Administration – Ohio Division

200 N. High Street, Room 328

Columbus, OH 43215

[\(614\) 280-6837](tel:(614)280-6837)

[leigh.oesterling@dot.gov](mailto:leigh.oesterling@dot.gov)

>>> "Maleski, Michael" <[Michael.Maleski@epa.ohio.gov](mailto:Michael.Maleski@epa.ohio.gov)> 2/23/2015 8:05 AM >>>

Ohio EPA also supports ODOT's recommendations.



Mike Maleski  
Ohio EPA, Division of Air Pollution Control  
[614-644-1961](tel:614-644-1961)

## RESOLUTION OF THE POLICY COMMITTEE OF THE STARK COUNTY AREA TRANSPORTATION STUDY

### ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2016-2019

**WHEREAS**, the Policy Committee of the Stark County Area Transportation Study (SCATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in the Canton, Ohio urbanized area as evidenced in the Agreement of Cooperation between ODOT and the Stark County Regional Planning Commission, encompassing Stark County; and

**WHEREAS**, SCATS has, pursuant to 23 United States Code 134, and 49 United States Code 5303, prepared a Transportation Improvement Program for fiscal years 2016 through 2019; and

**WHEREAS**, SCATS completed a public involvement process consistent with SCATS Public Participation Plan during the designated period between March 30<sup>th</sup> and April 10<sup>th</sup>, 2015; and

**WHEREAS**, an Environmental Justice appraisal has been completed to assure that low income and minority population groups will not disproportionately be affected by the negative environmental consequences of implementing the projects scheduled in the Transportation Improvement Program; and

**WHEREAS**, Section 176(c)(3) of the Clean Air Act Amendments of 1990 requires that the MPO make a determination that the Transportation Improvement Program and the Regional Transportation Plan and Transportation Improvement Program are in conformity with respect to Ohio's State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS), and

**WHEREAS**, a quantitative air quality analysis demonstrating transportation conformity of the "Year 2040 Transportation Plan for Stark County, Ohio" has been completed in accordance with the requirements specified by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Clean Air Act Amendments of 1990 specifically addressing the 1997 8-hour standard for ozone and the 1997 annual standard for PM<sub>2.5</sub>, and

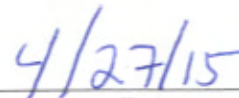
**WHEREAS**, the projects programmed in the SCATS Fiscal Years 2016 - 2019 Transportation Improvement Program are consistent with the "Year 2040 Transportation Plan for Stark County, Ohio" and were included in the air quality analysis completed for the Plan and found to be in conformity with the State Implementation Plan.

## NOW THEREFORE, BE IT RESOLVED:

1. That this Committee approves and adopts the Transportation Improvement Program for Fiscal Years 2016 - 2019 and recommends that its members incorporate the improvements into their planning for transportation improvements in their governmental units.
2. That this Committee affirms that the public had adequate opportunity to comment on the Transportation Improvement Program for Fiscal Years 2016 – 2019.
3. That this Committee affirms the consistency between the Year 2040 Transportation Plan for Stark County, Ohio, the Transportation Improvement Program FY 2016 -2019 and affirms their conformity with the State Implementation Plan for air quality.
4. That this Committee approves the Transportation Improvement Program for fiscal years 2016 through 2019.
5. That this Committee authorizes the staff to provide copies of this Resolution to the appropriate parties as evidence of action by the MPO.



Dave Torrence, Chair  
SCATS Policy Committee



Date